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# The Hongkong Telegraph

FOUNDED 1881 NO. 22551 六月九號香港英語 SATURDAY, SEPTEMBER 8, 1928. 日廿九月七

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## IMPERIAL AIRWAYS PROGRESS.

## EMPIRE AIR ROUTES IN CONTEMPLATION.

## COMPANY NOW IN STRONG POSITION.

## CHAIRMAN RESIGNS.

London, Sept. 7. The part being played by the Imperial Airways, Limited, in establishing air routes throughout the Empire was stressed at the annual general meeting held in London to-day.

Sir Eric Geddes, who presided, announced his resignation from the chairmanship of the Company, stating that he did so with regret, though it was very desirable that he should give his undivided attention to the Dunlop organisation now that the Imperial Airways was set on a straight course with fair weather ahead.

The Company's net profit for last year, he said, was £27,667 and the Directors recommended a dividend of five per cent, the first dividend that the Company had paid.

### Outstanding Success.

Sir Eric Geddes said that the weekly Cairo-Baara service was the outstanding success of the Board, which had successfully urged the Government to support the other links necessary to complete the Empire air communication routes.

One of the main features of the new agreement which has been reached, provides for the establishment of a new weekly service between England and India.

### Rapid Development.

The Company expected rapid development of this service, and it was intended that it should become a bi-weekly service immediately the amount of traffic justified the venture.

Provision has also made for the transfer to the Imperial Airways on favourable terms of two large three-engined all-metal flying boats.

Sir Eric mentioned that the subsidies earnable by the Company commencing from April 1st, 1929 would eventually reach £2,500,000 compared with £300,000 received up to the present date.

The remaining part of the sum mentioned would be earned by the existing agreements if the Company found sufficient support in its early years.

### London to Cape and Australia.

Air routes from London to the Cape and from London to Australia were easy of accomplishment for commercial purposes, and the Company had in mind schemes for these routes.

An extraordinary general meeting of the Company afterwards, agreed to alterations in the Articles of Association to permit the ratification of the agreement with the Government, and also to prevent the shares of the company coming within foreign influence and control.—Reuter.

### Shares for Government.

Under the new agreement mentioned by Sir Eric Geddes, the Company are asked to issue to the Secretary of State for Air 25,000 deferred shares of £1 each, credited as fully paid.

During the period of the agreement these shares would have no dividend rights until after the ordinary shareholders had received ten per cent, on paid up capital. After the expiry of the new agreement the deferred shares were to be entitled to one half of the profits available for distribution in excess of the sum representing ten per cent, on the ordinary paid up capital.

Shareholders were also asked to ratify further alterations to the Articles of Association designed to preclude any possibility of foreign interest or control. The necessary resolutions were carried unanimously.—British Wireless.

### Australian Venture.

Canberra, Sept. 7. The Government has accepted the tender of the West Australian Airways for a regular airmail service between Perth and Adelaide, to be worked in conjunction with inward and outward British liners.

The service will result in the saving of two days on the Sydney mails.—Reuter.

## T.U.C. AGAIN SLAPS RUHR EVACUATION PROBLEMS.

### SHORT SHRIFT FOR PRO-SOVIET RESOLUTION.

### PATRIOTIC SPEECHES.

London, Sept. 7. Another "slap" in the face of Moscow was delivered at to-day's session of the Trade Union Congress assembly at Swansea when the delegates overwhelmingly defeated a resolution demanding the convocation of a world conference to discuss the establishment of one international trade union, and requesting the General Council to take steps for the construction of an Anglo-Russian Joint Advisory Council.

Mr. J. H. Thomas, the Railwaymen's leader, opposing the resolution, was loudly applauded for the sentiments he expressed.

"While the Russians have ruined their own country and are trying to ruin and disrupt ours," he said, "we are not going to give in to Russia." (Cheers).

Mr. W.H. Thorne also attacked the resolution in a light speech, in the course of which he expressed regret that Comrade Stalin was not present to find that he was not getting value for the money spent in an attempt to infect British trade unions with Communism. (Laughter).

A would-be supporter of the resolution was shouted down and was unable to make himself heard.

The resolution was put as a matter of form and was overwhelmingly defeated.—Reuter.

### ATTEMPT ON LIFE OF MUSSOLINI.

### CRIME OF TWO YEARS AGO RECALLED.

### 30-YEAR SENTENCES.

Rome, Sept. 7. The Special Military tribunal for the Defense of the State has sentenced to 30 years' imprisonment Mammolo Zamboni and his sister-in-law, Virginia Tabarroni, on a charge of instigating the boy Anteo Zamboni to fire at Signor Mussolini on October 31st, 1926.

Another accused, Ludovico Zamboni, was acquitted on the ground of insufficient evidence.

Signor Mussolini gave evidence at the trial, at which it was sought to show that Anteo Zamboni was completely under the influence of his parley to the Government.

In that event, he must report that judging by her present stand, France does not intend to evacuate the Rhineland, and that, consequently, Germany must be prepared to submit under protest to the occupation continuing for another seven years.

### France and Britain.

Paris, it will be recalled, has taken up the attitude that Germany should not confine her attention to France in submitting proposals for the evacuation. The bullet severed the ribbon of one of Signor Mussolini's decorations and pierced the edge of his uniform, breast-high.

An infuriated crowd pounced on the youthful assailant, stabbing him and striking him with clubs and canes, causing his instant death.—Reuter.

### LATEST TENNIS IN AMERICA.

### MALE OPPONENT BEATS HELEN WILLS.

Philadelphia, Sept. 7. A series of matches between French and American lawn tennis teams has opened here. The results so far are:

Van Ryn (U. S.) beat Brugnon 6/3, 6/2.

Cochet (France) beat Lott 6/1, 6/3.

Borotra (France) beat Hennessy 6/2, 3/6, 6/4.

In an exhibition match, Wilmer Allison beat Miss Helen Wills 6/0, 6/1.—Reuter's American Service.

### OBITUARY.

### FORMER SECRETARY OF THE CMS.

London, Sept. 7. The death is announced of Dr. Eugene Stock, former Secretary of the Church Missionary Society.

## RUHR EVACUATION PROBLEMS.

### VALUELESS GENEVA DISCUSSION.

### BERLIN CERTAIN FRANCE IS ADAMANT.

### SEVEN MORE YEARS.

Geneva, Sept. 7. The German Chancellor, Herr Mueller, who heads the German delegation to the League of Nations Assembly in the absence of Dr. Stresemann, and whose conversations with M. Briand, on the subject of the evacuation of the Rhineland have been arousing much interest, made his maiden speech at the League Assembly.

He dwelt briefly on the subject of the Kellogg Pact for the renunciation of war, and welcomed its conclusion, but declared that Germany was anxious for practical results in disarmament prospects.

### Disarmament Hopes.

He agreed that it seemed to-day that the prospects of disarmament were much more hopeful than for some time past, and he declared, amid applause, that the disarmament of Germany should be followed by other nations as provided in the Treaty of Versailles.

Reuter's Berlin correspondent states that well-informed Berlin circles do not believe that the problem of the evacuation of the Rhineland will be solved at Geneva, for it is already evident that the German and French viewpoints are irreconcilable.

### Germany's Claims.

The German Government maintains that Germany is entitled to demand immediate evacuation of the area by virtue of Article 431 of the Treaty of Versailles.

It is also urged that the French attitude is wrong since the question of the evacuation has nothing whatever to do with the settlement of reparation problems or the question of inter-Allied debts.

### To Report Failure?

In view of the position which has arisen at Geneva it would not be surprising if Herr Mueller, next week, seeing the futility of continuing the discussions with M. Briand at Germany, returns to Paris and reports the result of his parley to the Government.

In that event, he must report that judging by her present stand, France does not intend to evacuate the Rhineland, and that, consequently, Germany must be prepared to submit under protest to the occupation continuing for another seven years.

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### THE PROPOSED OPIUM ENQUIRY.

### CHINA AGREES TO BRITISH SUGGESTION.

Geneva, Sept. 7.

Mr. Wang King-ky, speaking at a luncheon given to the International Press, announced that China supported the British proposal for an opium enquiry in the Far East, on condition that this was extended to derivatives of opium and that there was a Chinese delegate on the Commission of Enquiry.

He added that China had two things at heart, namely, her reelection to a seat on the League Council, and the abolition of unequal treaties.—Reuter's American Service.

## PIRATE FORTRESS STORED.

### LEADER OF BIAS BAY GANG TAKEN PRISONER.

### TORTURE DEN FOUND.

Shanghai, Sept. 3. A Nationalist naval detachment under command of Captain Lin Shu-kou, according to announcement of Admiral Yang Shuchwang to-day, landed a large force of Chinese marines and mixed brigades troops on the coast of Hong Hwa Bay, located in Fukien province, midway between Foochow and Amoy, and, after heavy fighting, succeeded in routing a large band of Chinese pirates. The pirates had been terrorizing the South China coast for several years.

Among the captives taken by the naval detachment was the notorious bandit-pirate Yang Teh-shing, the brains of the gang, who has planned the capture of dozens of merchantmen which have been conducted to Bias Bay and there looted and their passengers held as captives for ransom.

The report stated that the bandit headquarters were located in the middle of a dense forest in the centre of an island off the coast, which was surrounded by a high wall wherein the bandit castle was situated.

The castle consisted of 130 rooms containing mediaeval instruments of torture for use upon the victims.

The Admiral's report stated that the place resembled a Buddhist's conception of hell since the stone pillars and walls were blood stained. It is estimated that more than 1,000 victims most of whom were Chinese, have lost their lives there.

When Captain Lin Shu-kou captured the castle he found forty victims, some of whom were hanging by chains from the walls while others were bound upon tables for the purpose of being subjected to torture.

### BOOM IN AMERICAN STOCKS.

### OVER FIVE MILLION SHARES CHANGE HANDS.

### NEW YORK SENSATION.

New York, Sept. 7. One of the wildest "bull" movements in the history of the New York Stock Market occurred to-day, when over five million shares changed hands.

Prices of the active stocks rose from two to twenty points as the solid stream of orders poured in by telegram from all parts of the country, from Europe, and even from ships at sea.

Deals in blocks of from 5,000 to 15,000 shares were common, and the tape machines were half an hour behind all day long.

The customers' rooms in the brokers' offices were jammed and the galleries in the Stock Market crowded with visitors.

Telephone operators in the financial district were driven to distraction by the ceaseless calls.

Reuters' American Service.

### CALCUTTA DEATH SENTENCE.

### COMMUTED TO LIFE TRANSPORTATION.

Calcutta, Sept. 7.

The death sentence passed on the Mahomedan, Kazi Buzdar Rahman, for fatally stabbing Mr. G. H. W. Davies, the British district magistrate at Chittagong, has been commuted to transportation for life.

This has been done in view of the accused's mental history.—Reuter.

### PRESIDENT'S SON.

New York, Sept. 7.

John Coolidge, the son of the President, has decided to enter the railway business. He will join the freight department of the New York, New Haven, Hartford, Railroad and will start from the bottom, working his way up without favouritism.—Reuter's American Service.

Dollar on Demand: 1/16.

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We see that a "crossed poodle male... with one black eye" has been found wandering over in Kowloon. Not a poodle-faker this time!

Financially, the Anopheles Maternity Home at Tai Po showed a loss for the month of August. Residents in the district are



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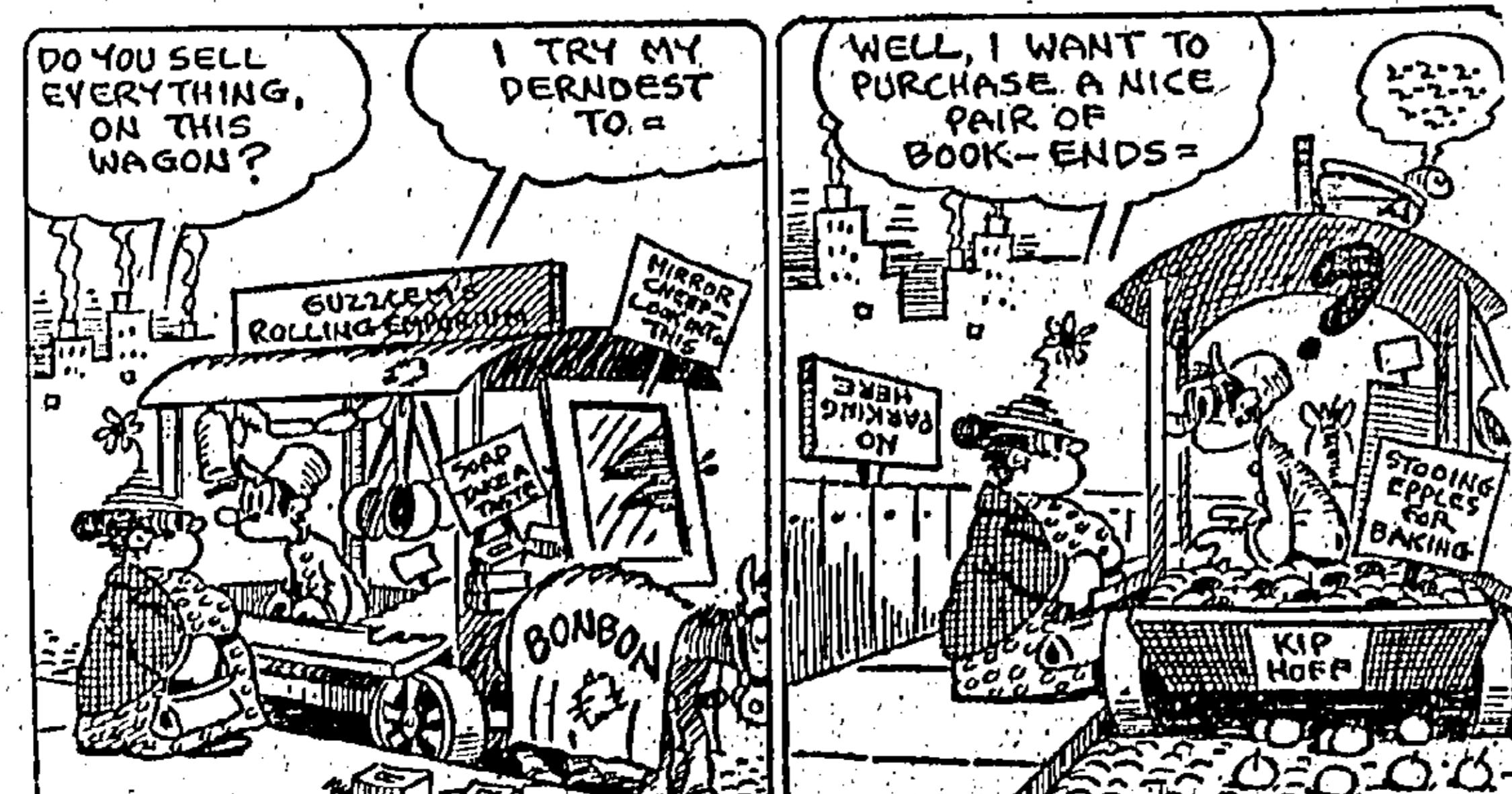
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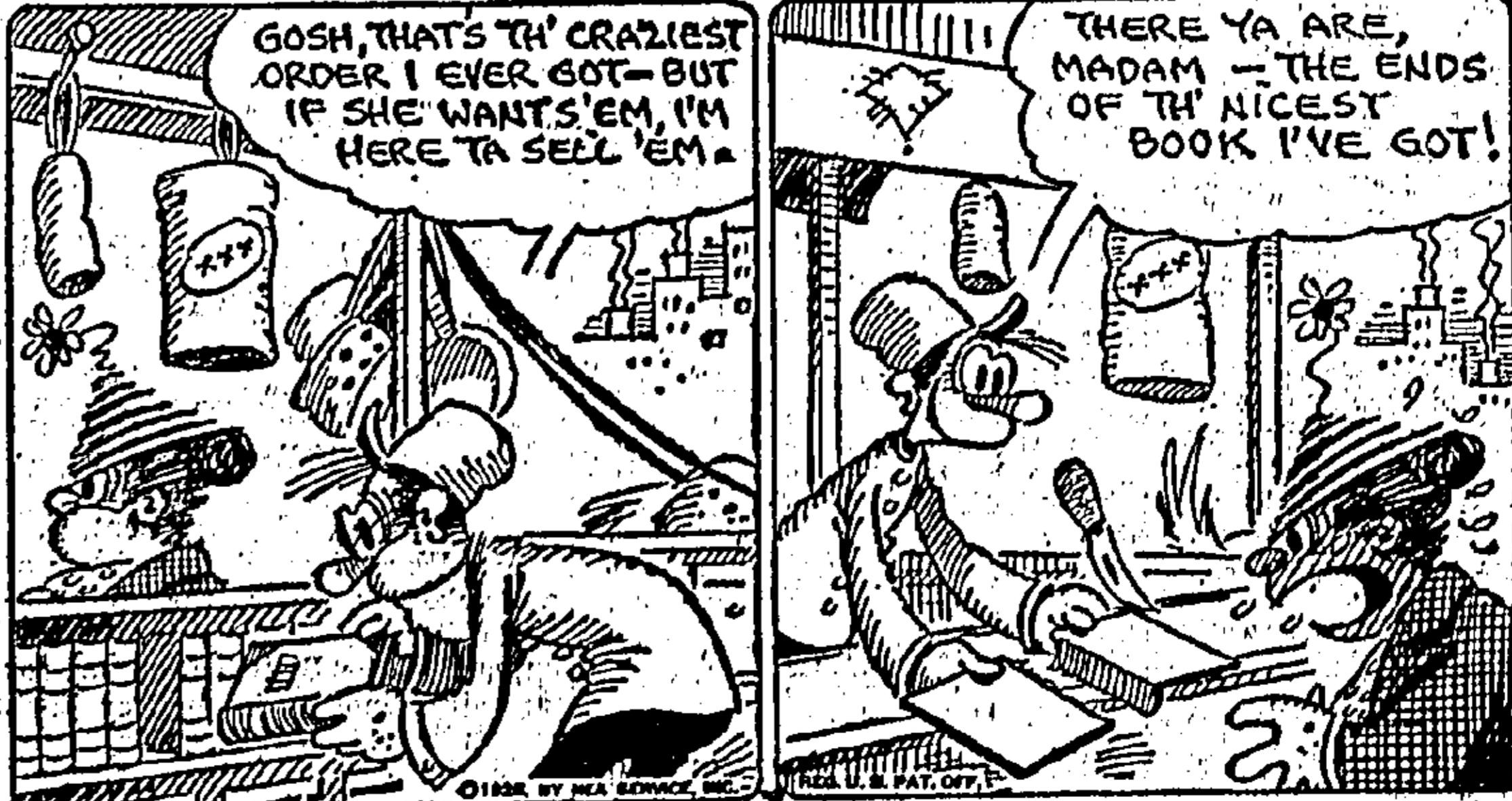
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### Also the Book's End—



### OBITUARY.

RETired BANKER FORMERLY IN CHINA.

London, Sept. 7. The death has occurred of Mr. George William Thomson.—Reuter. [Mr. G. W. Thomson was a retired banker who at one time was a prominent figure in Far Eastern financial circles. An Aberdeen man, born in 1845, he came East in 1870 for the Oriental Bank and remained in China and Japan until 1883.

Mr. Thomson was first in Shanghai, and had a commission in the Volunteer Artillery there in 1870. In 1877, presumably while on leave, his ship was wrecked off Cape Guardafui, and he published an account of his experiences. After he left the East, he founded the first European bank established in Persia (1888) and for his services to that country received the Order of the Lion and Sun. In 1891 he founded the African Banking Corporation, of which he was Chief Manager for eighteen years, and a Director for eleven years.

In the intervals of banking, Mr. Thomson indulged a capacity for writing, publishing a number of poems, travel articles etc. He was much travelled and was a member of many societies. He was on the Council of the Japan Society. During the Great War he equipped and commanded volunteers, though he was seventy years of age. He retired from active life in 1920 and has died at the advanced age of 83. He was married twice, and leaves three sons and two daughters.]

### NO NONSENSE.

JAPANESE ATTITUDE  
TOWARD CHINA.

Tokyo, Sept. 7.

Prior to his departure last night to Osaka, en route to Shanghai, Consul General Yada conferred with the Premier with regard to the China situation when, it is understood, he was instructed to endeavour to induce the Chinese authorities to suppress the anti-Japanese boycott, which, it is feared, though still sporadic, may spread. If it spreads, the Government is bound to regard it as most serious and, may be, will be forced to take steps, though it is still hopeful that Nanking will show sincerity by preventing its spread.

Consul General Yada, it is also understood, was instructed to take a firm stand against economic discrimination generally.

So far as the question of Treaty revision is concerned, he will take no steps. In the meantime the Government will continue a watchful attitude, awaiting China's next move.

Regarding Nanking's intention in applying the tariff on October 1, it is intimated that the Japanese Government will not accept enforcement unless a conference is first held to consider the matter, as it considers the step illegal.

Talks with Japanese officials give the impression that the Government attitude is stiffening and that it intends to show Nanking that it is not prepared to stand any nonsense.—Reuter.

BRITISH FOREIGN  
MINISTER.

SIR AUSTEN CHAMBERLAIN'S  
DEPUTIES.

London, Sept. 7.

While Lord Cuschendun, the acting Foreign Minister, is at Geneva, Earl Balfour has acted as Minister in charge, but he has now gone to Scotland, and in accordance with earlier arrangements Lord Birkenhead has assumed charge of the Foreign Office.

Lord Birkenhead's responsibilities, which he will discharge until Lord Cuschendun returns, will be mainly of routine nature, such as signing documents.—Reuter.

### WOMAN ROBBED.

YOUNG GIRLS FACE SERIOUS  
CHARGES.

The hearing was commenced before Mr. W. Schofield yesterday. The case against one man and three girls who were arrested in connection with a highway robbery committed or an elderly Chinese woman at Sau Kok Pak, near Castle Peak, on August 22.

Mr. Somersett Fitzroy appeared for the Crown and Mr. Leo d'Almada represented the fourth defendant, one of the girls. Mr. Horace Lo defended the second defendant at one of the previous hearings, but this defendant was not represented yesterday.

Outlining the case for the Crown, Mr. Fitzroy said that the man stood charged with participation in a highway robbery by two or more, while the girls were arraigned on charges of aiding and abetting in the perpetration of the offence.

Witness said that, as he understood it, all mashes "bubbled over" in this hot weather.

### DISTILLERY CASE.

MAGISTRATE DISCHARGES  
TWO DEFENDANTS.

The case in which the licensee, the accountant and two ex-members of the Tai Tung native distillery were charged with conspiracy to defraud the Revenue department, was continued before Mr. R. E. Lindsell yesterday.

Mr. M. K. Lo, who represented the defendants, asked Mr. Taylor whether he was aware that the chief expert of the distillery was away from the Colony on certain dates.

Mr. Taylor agreed that the man had been away but could not give the dates.

Mr. Lo then suggested that, in the absence of the chief expert, in the hands of another man the mashes in brew often "bubbled over" and that might account for some difference in the final results.

Witness said that, as he understood it, all mashes "bubbled over" in this hot weather.

### No Case to Answer.

Addressing the Magistrate at the close of Mr. Taylor's evidence, Mr. Lo submitted that his clients had no case to answer on the charge of conspiracy brought against them. Mr. Lo said he was a little surprised that, instead of instituting proceedings for any alleged breach of regulations, Mr. Lloyd should have seen fit to "repro" the defendants and have them arrested and charged under common law conspiracy.

Mr. Lo then cited authorities to show what exactly was conspiracy in law and exactly what kind of evidence was admitted in such cases. He contended that the prosecution had not shown conspiracy and that there was no evidence against the defendants of conspiracy at all.

The licensee of the firm, said Mr. Lo, was seldom in the distillery according to the prosecution's own admission, and Mr. Lo said he could not see how that person could be charged with having conspired with the others at all. In the same way, one of the other defendants had been away from the Colony for some period and it was also difficult to understand where there was ground to convict him on a charge of conspiracy. He submitted that a *prima facie* case had not been made out.

After hearing Mr. Lloyd, his Worship discharged the licensee and the accountant and added that although there was a strong case under the Distillery Ordinance, he did feel justified to alter the charge. As regards the two experts, his Worship said he could consider their position and if he decided, after going through the depositions, that there was evidence against them, he would permit the charge to be amended.

His Worship then remanded the two defendants until Wednesday at noon.

### THIRD LIBERTY LOAN.

#### U.S. TREASURY OFFERING BONDS.

Washington, Sept. 7. The Treasury is offering \$6525,000,000, nine month certificates at 4½ per cent, to refund the outstanding Third Liberty Loan.

This is the first time in the year that the Government has paid such high interest.—Reuter's American Service.

complainant to the path in order that the robbery could be committed."

Sub-Inspector Cargill went into the witness box and produced copies of photographs taken of the scene of the robbery.

The complainant was called and after corroboration of facts, detailed by the Prosecutor the case was adjourned.

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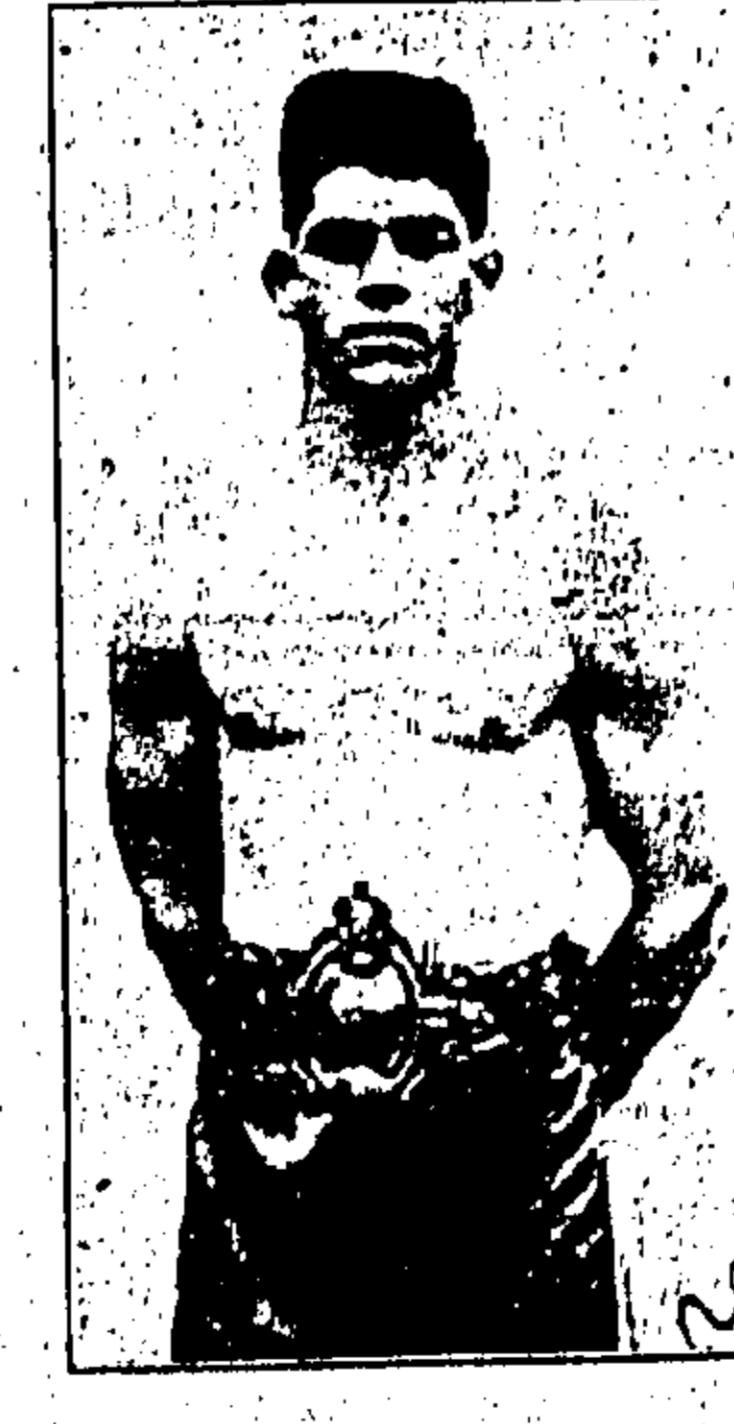
Group taken at the wedding in Scotland of Mr. W. Orr, of Partickhill, and Miss J. Vernon, of Rutherglen, Glasgow. The bridegroom figured prominently in the Sunning piracy. After being injured, he took part in the defence of the ship on the bridge.



A photograph of the striking scene at the Menin Gate, Ypres, when 11,000 pilgrims of the British Legion took part in the Service of Remembrance. Photo: (Central News).



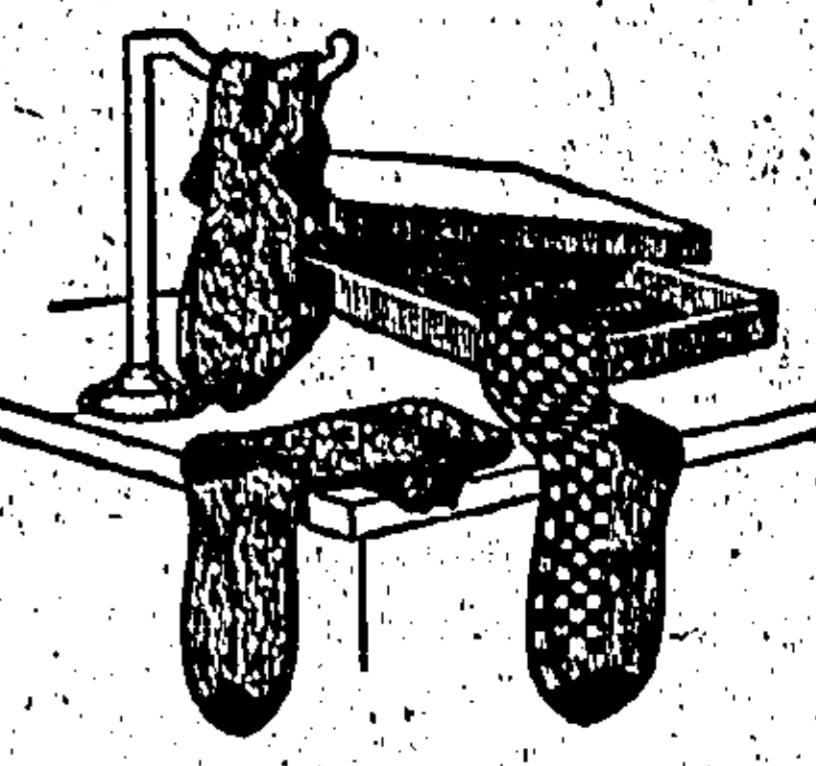
These two charming young ladies will figure in a tableau at the Grand Tattoo. They are (left) Miss Maria Luisa Cerveira de Albuquerque, only daughter of the Consul-General for Portugal in Hongkong and Madame Albuquerque; and (right) Miss Maria Amalia Tambagnini Barbosa, daughter of H. E. the Governor of Macao and Madame Barbosa. The former will represent Portugal and the latter "Britannia."



Left, Jock Crighton, a leading welterweight, who has come out East on H. M. S. Cornwall; centre, Williams, of Canada, being chaired at the Olympic Games after winning the 100 and the 200 metres; right, Leading Stoker Mann, H. M. S. Cornwall, heavyweight champion.



Snapped at the Olympic Games. Left to right: Tsuruta (Japan), winner of 200 metres breast-stroke being congratulated by Bademacher (Germany); Miss E. Catherwood (Canada) who won the high jump; H. R. Pearce (Australia), winner of single sculls, with Dutch girls; Fraulein Schroeder (Germany), winner of 200 metres breast stroke. (Photos: Central News).



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**New Advertisements.**

**NOTICE.**

Dr. ASGER, DENTAL SURGEON, has removed his office to Kayamally Building, 20-22 Queen's Road Central.

**NOTICE.**

We have this day moved our offices to Kayamally Building, No. 22, Queen's Road Central.

**HAZELAND & GONELLA.**

**INSURANCE AGENCY.**

**INSURANCE AGENCY.**—A first-class British office require Agents for the transaction of Fire Insurance for Hongkong and vicinity. Only firms with established connections will be considered. Apply Box No. 414, care of "Hongkong Telegraph."

**HONGKONG JOCKEY CLUB.**

Draft Programmes and Entry Forms for the Sixth Extra Race-Meeting to be held on Saturday, 6th and on Monday 8th October, 1928, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries will close at 12 o'clock noon on Saturday, 22nd September.

**NOTICE.**

The V.R.C. are holding their second Night Fete for this season on Saturday, the 8th September, 1928, commencing at 9 p.m.

**SWIMMING—WATER POLO—A TEAM RACE—A BAND—& DANCING.**

Come and see the best swimming to be seen in the Colony. All are welcome.

Booking at the V.R.C.

C. J. COOKE,  
Hon. Secretary V.R.C.  
Hongkong, 5th September, 1928.

**HONGKONG AMATEUR FOOTBALL LEAGUE.**

Midweek Minor League.

Clubs in membership are advised that in place of the Junior "B" Division of the League, it has been decided to run a Midweek Minor League to be played on Wednesdays. The Rules for this League will be the same as for the others with the exception that no player who plays in Saturday games will be eligible to play in this Division. Entrance fee \$20 to accompany the application. Entries will close on the 12th.

W. E. HOLLANDS,  
Hon. Secretary.

**CHURCH NOTICES.**

To-morrow the Fourteenth Sunday After Trinity.

**LOCAL SERVICES.**

St. John's Cathedral, Hongkong, September 9, 1928, 14th Sunday after Trinity. Choral Eucharist 8 a.m. Children's Service 10.15 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: Rev. W. T. Featherstone. Evensong 6 p.m. Preacher: Rev. N. V. Koop.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Substance." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of the Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

S. D. A. Hall—No. 7, Duddell Street, first floor, Sunday night, September 9th, at 8.30 p.m. Sermon given by Pastor Lyman W. Shaw, "Seven Words that Smashed the League of Nations."

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**Lammert's Auctions.**

**PUBLIC AUCTION.**

The Undersigned have received instructions from Mr. W. J. Hill to sell by Public Auction

on MONDAY,

the 10th September, 1928, commencing at 2.30 p.m. at his residence, "Woodside," Mount Parker Road, Quarry Bay

A Large Quantity of Valuable Household Furniture, comprising:

Teak Hatstand, Chesterfield Couch and Chairs, Drawing Room Suite, Table, Wall Clock, Ornaments, Curtains, Pictures, Carpets, Rugs, etc. etc.

Teak Dining Room Suite (by Lane Crawford, Ltd.), Teak Bedstead, Teak Dressing Table, Chest of Drawers, Teak Wardrobes, etc., etc.

also One Piano by John Broadwood & Sons

A Large Quantity of Plants in Pots.

Two Sets Lingaphone Records.

One Sextant.

One Reflex Camera.

Twin Beds by Wm. Powell, Ltd.

For the convenience of purchasers, chairs may be obtainable at the foot of the hill.

Terms:—Cash on Delivery.

On View from Sunday, the 9th September, 1928.

Catalogues will be issued.

LAMMERT BROS., Auctioneers, Hongkong, Sept. 8, 1928.

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C. J. COOKE,  
Hon. Secretary V.R.C.  
Hongkong, 5th September, 1928.

**TO-MORROW WORLD**

**DESECRATED WELSH SCENERY.**

**COUNTY COUNCIL MOVED BY MEMBER'S ANGER.**

Colwyn Bay, Aug. 10. Dr. W. Herbert, of Llangollen, speaking at to-day's meeting of Denbighshire County Council, said:

"We live in the most beautiful country in the world, yet we are so indifferent to our sacred trust that we allow the most charming scenery to be defiled rather than the trouble to arm ourselves with the power which Parliament has offered us."

He spoke of "the unholy mess of litter" left by Bank Holiday visitors in the famous Horse Shoe Pass. The mistake was made, he said, of attributing the desecration solely to the city clerk or artisan bringing his wife or sweetheart for a country run. Often the worst offenders were wealthy people in their gorgeous cars.

"I have seen a saloon car containing two gentlemen and three ladies discharge a broadside of banana skins, orange rinds, and egg shells. I gave those people a piece of my mind, and I can assure you that for five minutes there was something besides egg shells flying about," he said.

"This sort of thing is going on all over the kingdom, and must be stopped."

London's parks were models of tidiness because the authorities possessed certain powers. In Denbighshire the police could do nothing, because the County

Council had not adopted a certain by-law which, he now moved, should be put in force.

On the Continent a policeman could arrest the desecrator and inflict a fine without the bother of Court proceedings.

Sir Wm. Williams Wynn seconded the proposals which was carried, and referred to a special committee with a view to immediate action.

**MORE CUTS IN RAIL FARES.**

**WEEK-END TICKETS EXTENDED.**

Week-end railway tickets are available to hundreds of towns to which they have not hitherto been issued, and, in addition, the period for which they may be extended has been extended to five days.

This is the latest and boldest of a series of moves in the campaign to encourage travel and popularise the railways. It was announced unexpectedly by the four great railway groups recently.

Together with the drastic cuts in the fares for suburban journeys which are introduced in most of the larger cities of the country, it may prove a severe blow to the competing road transport undertakings.

The new arrangements were announced in the following statement issued by the Railway Companies' Association:

"Commencing on August 24, week-end tickets will be available for five days, from 4 a.m. on Friday to Tuesday midnight, and the minimum fares will also be reduced from 8s. 6d. 1st class and 6s. 3rd. class to 4s. 1st class and 2s. 6d. 3rd. class.

**Single Fare and a Third.**

"The outward journey may be made by any train on Friday, Saturday, or Sunday, and the return journey by any train on Saturday, Sunday, Monday, or Tuesday. The return fare will be single fare and a third."

"It will be noticed that the scope of week-end tickets has been considerably widened and that more facilities than in pre-war days will be obtainable.

"The reduced minima will bring within the arrangement a large number of places to which week-end tickets cannot now be obtained."

The most important effect of the extensions in London will be the opening up to week-end travellers of all the towns lying in a belt of 15 and 20 miles from the London stations.

**Conch Firm's Reply.**

The news came as a surprise even to officials of the railway companies, and the road transport companies have not had time to consider the effect it may have on their business. It does not appear, however, to have disturbed them greatly.

The managing director of Messrs Samuelson's Saloon Coaches, Ltd.—a firm that operates a number of daily road services between several Midland towns and London—told me that he did not think road fares were the determining factor in the success of road transport.

"I think," he said, "it all hinges on this: we provide the poor man's motor-car. There are many people with quite large incomes who want a car and cannot afford one. They could travel by rail if they wanted to do so, but they prefer the roads to get views of the country.

"We have another great advantage over the railways. If a man buys a cheap railway ticket he will probably have to travel in a crowded train and stand in a corridor, whereas every ticket sold for a motor-coach journey is for a reserved seat without extra charge, since only as many tickets are sold as there are seats in the coach. I shall not reduce my charges, and I do not think that other firms will do so."

**Too Late.**

"We are of opinion that the railway companies have delayed their efforts too long. I do not think we have much to fear from them. A certain number of people have learnt to travel by road and prefer it to other means, and I do not think that a large proportion of them will be attracted back to the railways."

The threat to the road transport companies, however, is largely incidental, for they are recognised as a necessary development by the railway companies, whose point of view was explained

**POST OFFICE NOTICE**

**INWARD MAILED**

**Per**

U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia ..... President Wilson ..... September 8.

Japan and Shanghai ..... President Maru ..... September 8.

Europe via Nagapatam, papers only ..... London 6th August ..... Yuen Sang ..... September 8.

Shanghai and Swatow ..... Sunning ..... September 8.

Amoy ..... Tilawa ..... September 8.

Manila ..... Emp. of Asia ..... September 10.

Manila, Honolulu, Japan and Shal. ..... President McKinley ..... September 10.

U.S.A., Honolulu, Japan and Shal. ..... President Jefferson ..... September 10.

**OUTWARD MAILED**

**Per**

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**BERLIN LETTER.**

**INTERESTING ITEMS OF LIFE IN GERMANY**

[By Gunther Gerlicke.]

Berlin, Aug. 5.

Tout-Berlin is no longer in Berlin; it has gone to the sea-side or to the mountains. When the school vacations began in the first week of July, one single day saw 100,000 people stream away to various watering places and health-resorts. They left for their summer holidays in almost winter weather; but scarcely had they turned their backs upon Berlin, when the mercury in the thermometer commenced rising apace. Over the whole of Central Europe, there passed a heat-wave of almost unexampled intensity. On a certain day, Berlin is said to have been the hottest place in Europe. The almost unbearable heat in the streets drove out into the country everybody who could possibly leave the city. On one single Sunday, 2 million people were conveyed to the environs by the different means of transport; on that same day, 60,000 people are said to have bathed on the famous strand of Wannsee, midway between Berlin and Potsdam.

This Wannsee is one of a long chain of lakes which do so much to render charming the surroundings of the German capital. In such tropical weather, as we have been having, with the thermometer ranging about the level of 95° Fahrenheit, these lakes, and the endless woods within which they lie embedded, proved a very godsend to the inhabitants. Seldom, if ever, have such crowds wandered out to seek respite from the heat in the shade of the trees and the coolness of the waters. What their numbers may have aggregated it is difficult to say. Doubtless the figures were higher than ever before; certainly several records were reached in other matters; for example, the daily consumption of lemons, in the shape of lemon squash, exceeded one million; while "other" beverages totalled 25 million liters.

But the day is doubtless not far distant when what is at present unimaginable will become actual fact; we shall walk shivering through the streets of Berlin and shall recall with longing the days of insupportable heat, the cloudless blue sky, the fair sex in the scantiest summer clothing permissible, the men in straw hats and the fans in the omnibuses and tram-cars.

Sport in Berlin.

During recent weeks, Berlin has seen a large number of sporting events, most of which bore an international character. There was a polo match in the delightful garden-city of Frohnau; the Olympia football team from Chile played several matches; the best Australian tennis players were here. In connexion with pure sport, several international horse-races were run. Thanks to the favourable weather, the big prizes and the large number of competitors consequently attracted the extensive racing grounds at Grunewald assembled enormous crowds of onlookers. That was in the west of Berlin; in the east, the famous international flat-races at Hoppegarten also drew thousands of race-goers, among whom were to be seen a very large sprinkling of the "smart set"—both German and foreign.

The horses sent from French studs comprised some fine well-boned steeple-chasers; Hungary was represented by the hitherto unrepresented "Gomor"; England, Poland, Denmark and Switzerland also took part in several races. But none of the foreigners—not even the much dreaded Frenchmen—were able to book a single victory in these highly interesting and often exciting events; the best they could do was to obtain a few unsatisfying "places." This is, certainly, a sign that great progress has been made by German breeders since the war; it is, however, to be hoped that the results of this year's racing in Berlin will not deter foreigners from participating in the next year's international; on the contrary, we trust to see, on that occasion, not the second-class representatives of this summer, but a selection of the best material from foreign studs can send us.

Australian Tennis Players.

In the course of their tour through Europe, the tennis team of the Melbourne Cricket Club paid a visit to Berlin. They had already proved victorious in the tennis competition for the Davis Cup in England and now came on here to try their luck against our Red-and-Whites in the beautiful grounds of the latter's club.

**Women's Favourites.**

Thousands of discriminating women favour Pinkettes above all other forms of laxative medicine because they are dainty and tiny, act as gently as nature. And the same pleasant attributes make them equally popular with men.

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**KEEP YOU WELL**

These tennis-courts, which are situated in the heart of the Grunewald, formed, for three days, the rendez-vous of a throng of fashionable onlookers who displayed intense interest in the games. In the doubles, Hawkes and Patterson were matched against our old champion, Frothheim and Rahe, the Australians being the winners. In the singles, the situation was reversed. The talented young Hopman and the sinewy Crawford played tough games; but, despite their admirable efforts, neither of them succeeded in gaining a victory. So, too, after a hard tussle, the particularly reliable and uniform player, Hawkes, suffered a defeat. One of the most interesting matches was that between Patterson, the captain of the Australian team, and our ex-champion, Frothheim. The players were representatives of two totally different schools of tennis; and lovers of the game watched the play with eyes riveted on stroke and ball. Unfortunately, the dusk of evening and the departure of our guests left the match drawn; Patterson, whose superiority, particularly in serving, was obvious, gave a display of really fine tennis, and repeatedly roused the onlookers to an applause which was somewhat contrary to the rules generally observed on such occasions.

The final result was 7 to 2 in favour of the German team. The Australians, who were manifestly at a disadvantage in playing with unaccustomed balls and unaccustomed courts and who were staled by months of continual hard play in various countries of Europe, intend to pay us another visit to play the return match. They may be sure of receiving a hearty welcome and of our not having forgotten the interesting and instructive exhibition given by them during their first visit.

Foreign Students' Union.

The number of foreigners studying at the various colleges (Hochschulen) in Berlin is very large. At the university, indeed, one student in seven is a foreigner; while those studying there and at institutes of university rank in the German Capital aggregate over 2000. These students have hitherto been organised in more than 50 separate associations. Without prejudicing, in any way, these older organisations, a general union of foreign students has been founded under the title of "Hauptgemeinschaft Ausländischer Studenten." The importance generally attached to this new creation may be gathered from the fact that representatives of the diplomatic corps and of the Government, as well as leaders in art and science, were present at the inaugural ceremony and were welcomed by the Rector of the University. On that occasion, it was stated that the objects of the new organization include lectures, travel studies, the cultivation of intellectual and social relations; while a special publication will be devoted to promoting the studies of foreigners in Germany and to making foreign countries familiar with German culture. A revival of the students' exchange scheme between Germany and Latin America is already observable. Moreover, the German capital has provided a suitable meeting-place for foreign students in the shape of the recently erected Alexander von Humboldt House. Altogether the movement is in the true university spirit and will undoubtedly help to further the exchange of thought between one people and another which is absolutely essential to the promotion of true mental and moral culture.

While her mother was shopping, Emily Dormer, 18 months of Murlid-street, King's Cross, N. clambered on a stool, fell into a copper of boiling water and was fatally scalded.



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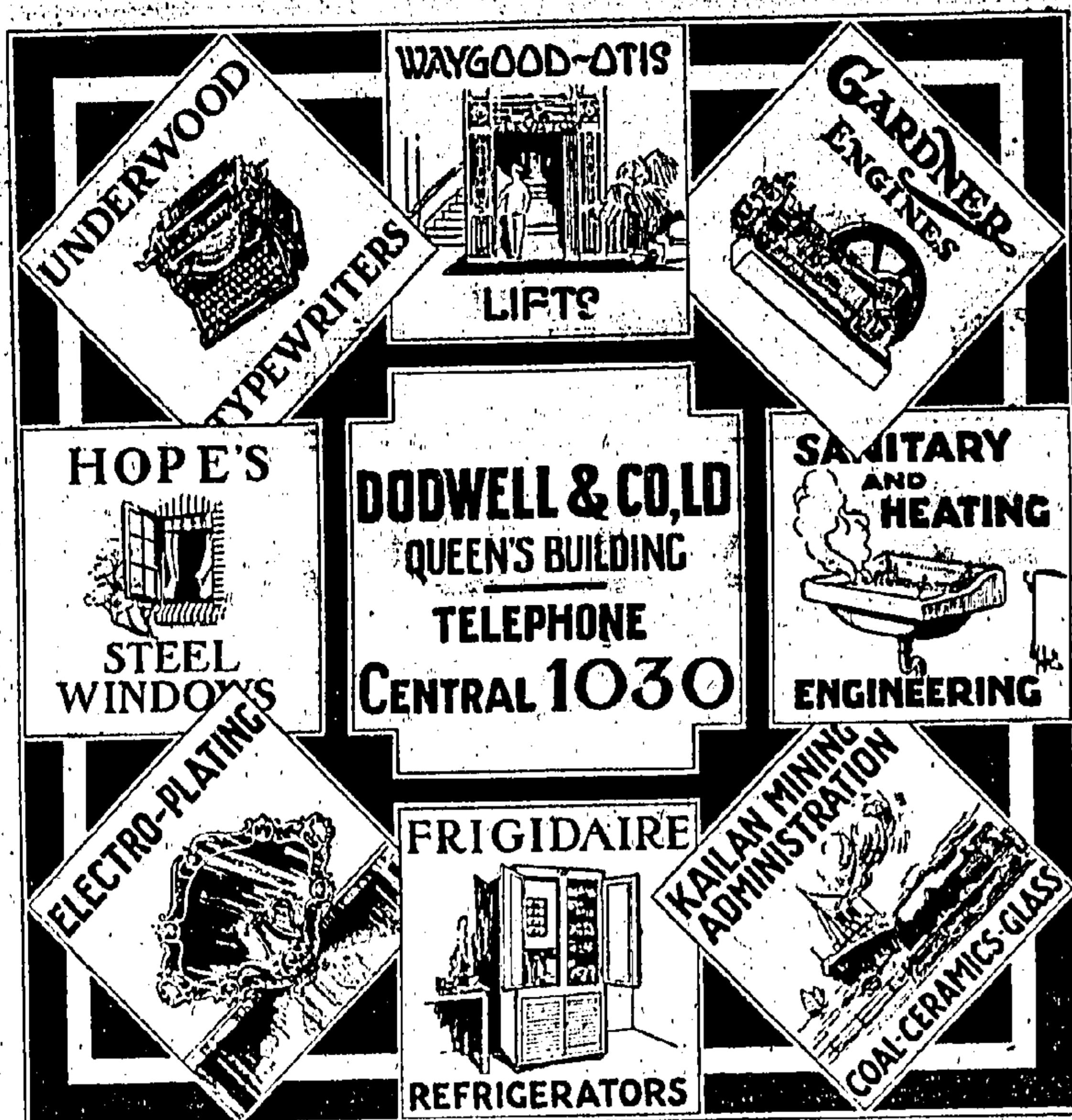
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HUGE DESERT LINER  
FOR AFRICA.TO CARRY 150 PASSENGERS  
AND BIG CARGO.

## WHEELS 50 FEET HIGH.

A strange four-decked craft to carry 150 passengers and 200 tons of goods has been designed for new travel routes across the deserts of the world.

Mounted on cogged wheels 50 feet high it will be 150 feet in length and nearly 30 feet broad.

Searchlights will enable it to travel by night and wireless will be carried.

"The ship of the desert," the slow, immemorial camel, which has carried men and merchandise over earth's dreary steppes and sandy wastes for long ages, has, of recent years, had its supremacy slightly threatened here and there by the desert-going motor-car and by the aeroplane.

But car and plane can transport only a few people, and very small quantities of goods.

If these were all that engineering science could offer to conquer desert ways for travel and trade, then the patient, picturesque, camel-caravan would not be likely to disappear for a considerable time yet.

Engineers, however, have of late been facing the problem of transport over the world's inhospitable regions, where railways would be expensive luxuries, and now the first "desert liner" is, about to be "laid down."

It is really a sort of Nile steamer on wheels, designed to go where there are no rails or roads and to carry a substantial "passenger list" as well as many tons of goods.

It is to be 150 feet in length, nearly 30 feet broad, and 42 feet high. The "rear 50-foot wheels are 'cogged,' so as to grip perfectly, and the 'liner' will be driven by two 450 h.p. motors.

It will have a "cruising speed" of 15 miles an hour, and strong searchlights will enable it to travel by night. While the flattest routes will naturally be chosen, it is believed it will be possible for it to negotiate inclines up to 30 degrees.

As will be seen, it is to have four decks. On the topmost will be the "bridge" and the accommodation for the commander and his staff, together with a long "promenade deck."

The two decks below will be occupied by the cabins for the passengers, the dining room, the lounge, the reading and smoking room, the kitchen and the "hold" for the travelers' luggage.

On the lowest deck will be goods, motors, oil tanks, &c.

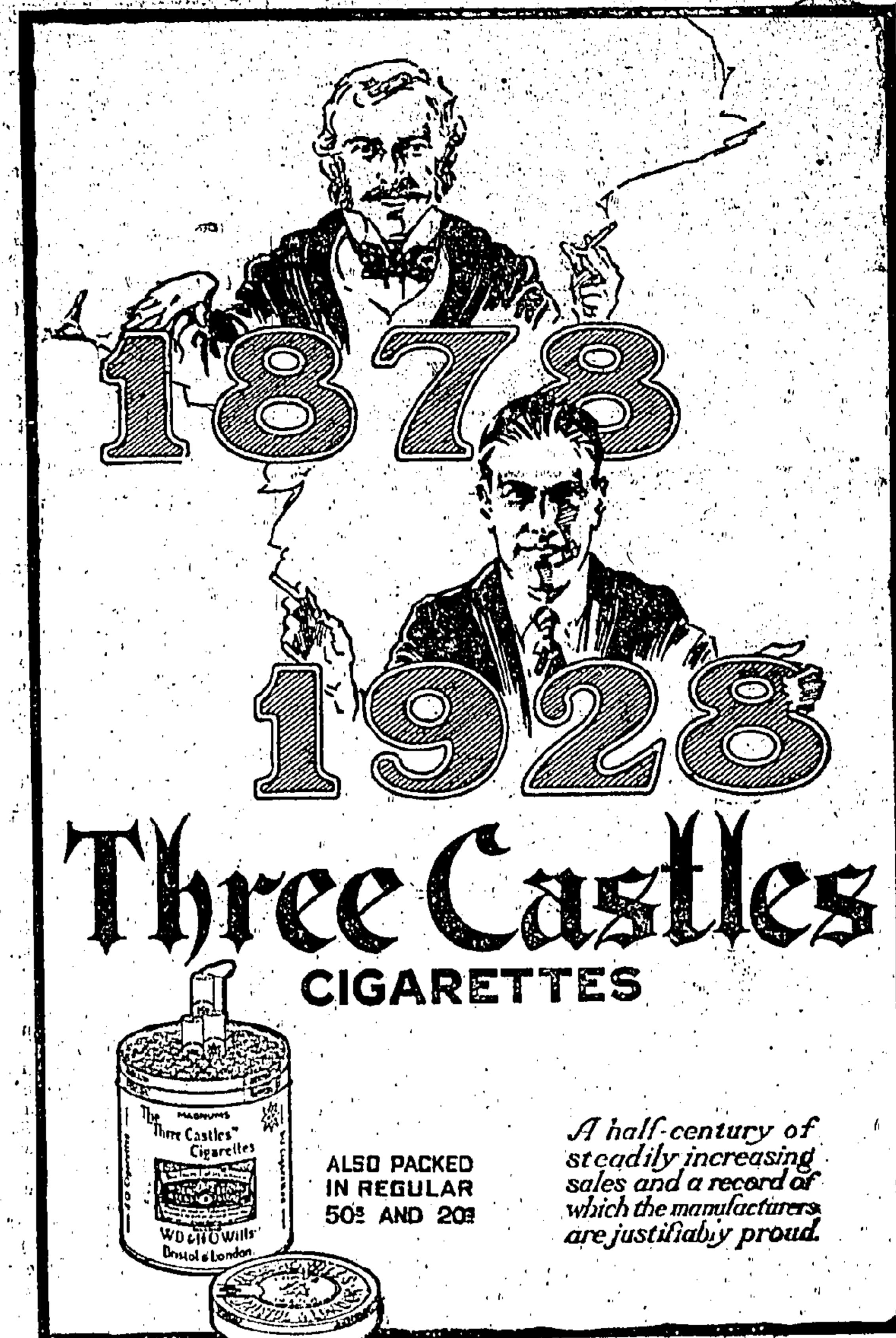
150 Passengers.

The "liner" will be electrically lighted and will carry a wireless installation. It is designed to carry 150 passengers and 200 tons of merchandise, while its radius of continuous travel will be between three and four thousand miles.

It will most likely be launched on the "shores" of the Sahara Desert for its maiden voyage to Timbuctoo.

A London woman visitor to Skegness lost a diamond ring for which her husband paid £50 the previous week, and the finder was rewarded with 6d.

A train crashed into a motor-car at a level crossing at Curia, a watering-place to the north of Lisbon, killing five motorists, and injuring another.

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CIGARETTES

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LORD CUSHENDUN'S  
HOUSE GUTTED.RELATIVES' ESCAPE IN 2 A.M.  
OUTBREAK.

Cushendun House, Cushendall, Co. Antrim, one of the residences of Lord Cushendun, at present the Acting Foreign Secretary, was completely destroyed by fire recently.

The fire originated in a pantry, and quickly spread to the adjoining rooms, until the whole house was enveloped.

The house was occupied by Mrs. N. B. McNeil, her sister (Mrs. Butler) and her family, relatives of Lord Cushendun.

Mrs. McNeil awoke at 2.30 a.m. to find the lower part of the house in flames.

She warned her sister, and was able to get her two children, aged 4 years and 18 months respectively, out of the house before sending for help.

Police and neighbours made great efforts to put out the flames, but were unsuccessful. Mrs. McNeil lost personal property and jewellery valued at £200.

A few years ago Lord Cushendun's old residence, Glenmona, which stood on the opposite side of the road to Cushendun House, was completely destroyed by fire. A new house was erected on the site of the old one.

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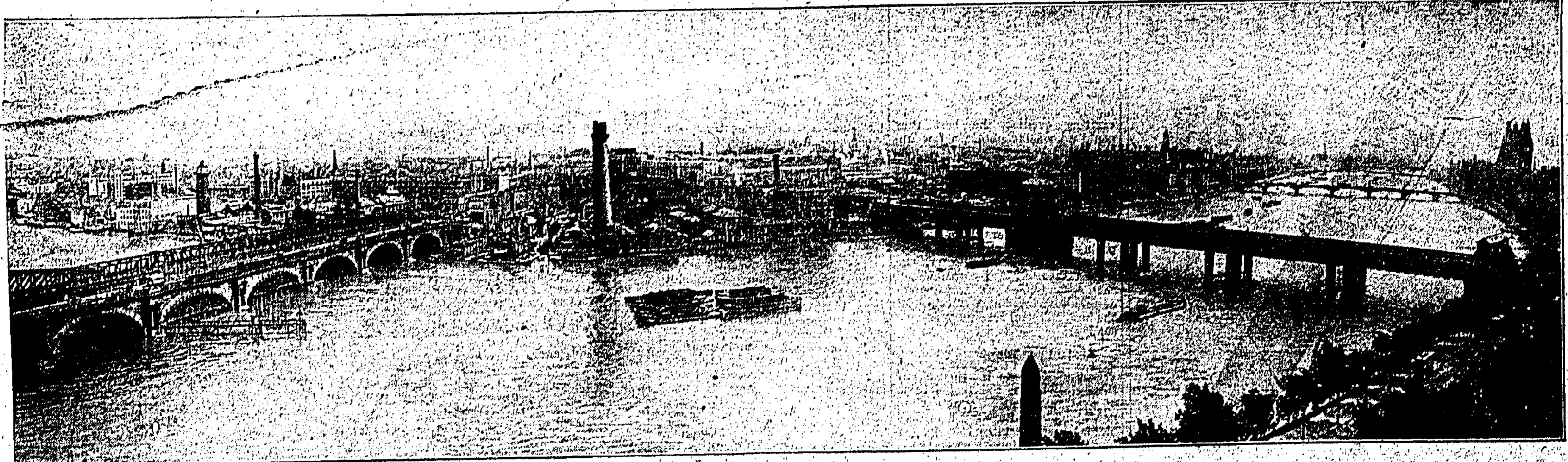
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## CHARING CROSS BRIDGE: SITE OF THE PROPOSED NEW STATION.



The Charing Cross Bridge scheme, which involves the removal of Charing Cross railway station to the south bank of the Thames, will be considered by the London Council at their meeting soon. A special panoramic view of the Thames at Charing Cross, showing immediately opposite the observer the triangular Lion Brewery site to which it is proposed to remove the station. This view, it may be added, gives an excellent idea of the great curve in the river from Tower Bridge (left) to Westminster. (Times copyright).



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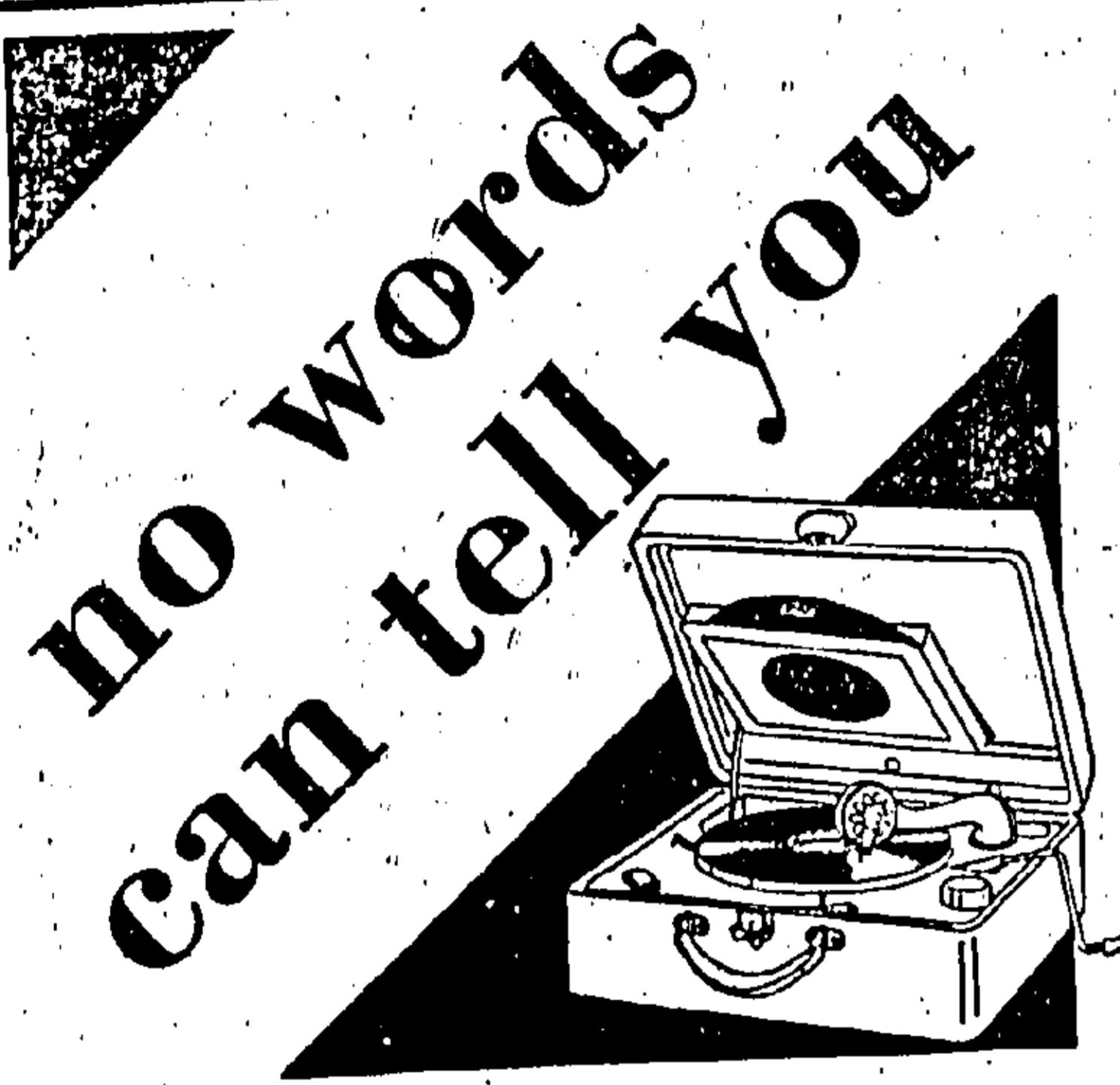
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The bound edge gives a rather smart appearance, and if the brim is not turned down this style is of the more conventional style.

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HAS NO EQUALAPPROVED BY  
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FIRE OFFICES COMMITTEE—  
PHYSIKALISCH—TECHNISCHE  
REICHSBANSTALT—GERMANY—  
LABORATOIRE CENTRAL  
D'ÉLECTRICITÉ—PARIS

## NO PERIODIC REFILLING

CONTENTS NEVER DETERIORATE  
NON-CONDUCTOR  
OF ELECTRICITY

RELIABLE, EFFICIENT, EFFECTIVE

Types for Motor Cars, &amp;c.

KELLER KERN &amp; Co., Ltd.

16/18, CONNAUGHT ROAD, C.

## IN MEMORIAM.

Dr. Dalmahoy Allen.  
IN LOVING MEMORY OF ONE  
OF THE BEST.

## SILVER WEDDING.

HENDERSON—DIXON.—At Gourock Parish Church on August 26th, 1903, by the Rev. Alex. Milne, Archibald Kerr Henderson, Hongkong, to Helen Jane, daughter of the late Mr. John Dixon and Mrs. Dixon, Avon Bank, Gourock.

The  
Hongkong Telegraph.

SATURDAY, SEPT. 8, 1928.

## MODERATION WINS.

That the moderate element at the present time dominates British Trade Unionism was again demonstrated by the decision of the Congress on Thursday to support the movement for industrial peace. Such opposition as there was came from a few of the smaller Unions, and it is noteworthy that the transport workers, the railwaymen and the miners were united in their desire to see a continuance of the happier relations between Capital and Labour which have resulted from the formation of a joint council representative of employers and employed. In other words, the great majority of the workers are now convinced that it is wise to come to terms with their employers, whilst only a relatively small minority wants to prosecute an unmitigated and truceless class-war. There can be little doubt that this policy of moderation is a direct outcome of the failure of extreme measures such as the General Strike, to which the establishing of direct contact between industrial leaders and the Trade Unions is a distinct reaction.

Since the Joint Conference was first convened, a great deal of very useful work has been accomplished. Recently, the committee of this organisation dealt, for example, with the question of Trade Union recognition, and came to the conclusion that the Unions should be regarded as "the established machinery for the discussion and negotiation of all questions of working conditions." It also declared that negotiations are facilitated if the workmen are unionised and the employers are likewise organised. But the keystone of the industrial bridge created by the movement is the National Industrial Council. This is constituted in two halves—one

consisting of the members of the T.U.C. General Council, and the other of an equal number of employers nominated by the Federation of British Industries and the National Confederation of Employers' Associations. So far, the meetings of this Council have been most fruitful in results, both to employers and employed, and now that the movement which it represents has been so strongly endorsed by the Trades Union Congress, we may reasonably hope for less industrial strife in the days ahead. Indeed, a new era in industrial harmony would appear to have been ushered in. As one of the speakers said at Thursday's Congress meeting, the voice of the worker can now be heard in the control of industry, and by meeting the employers on friendly lines the British Trade Unions are acting in accordance with the development of trade unionism in most parts of the world.

The extremist idea that Labour should fight Capitalism until the system is destroyed was tried out in the General Strike, but happily it did not succeed. When the crash came, the Trade Union leaders began to wonder whether, after all, it could be a wise thing to destroy the industries by which the workers lived. They were aided, no doubt, in their reflections by two concrete cases—in the United States, where private enterprise is unrestricted and the Unions live in harmony with the employers, wages go on improving and industrial troubles diminish; and in Russia, where private enterprise has been destroyed, wages are low, conditions wretched and unemployment enormous. The Great Strike caused both the strike weapon and the fallacies on which it rested to fall into discredit with the working men. Good sense has at last triumphed, and so long as the present contact between Capital and Labour is maintained, we may hope for a continuance of that industrial peace which is so essential to the nation's welfare.

## An Air Record.

The setting up of a new record for the flight from India to London will without doubt be regarded by Captain C. D. Barnard as a return for his patience in the face of a series of misadventures. The "Princess Xenia" had apparently been dogged by ill-luck from the beginning, commencing with engine trouble which delayed the plane at Bushire for over two months, and ending with a cracked propeller, which had to be replaced. Captain Barnard's determination to complete the record, however, had its own reward, and the final stage, from Karachi to Croydon, a distance over 5,000 miles, was covered in four and a half days. The performance, taken by itself, is a splendid achievement, chiefly gratifying since it goes a long way to justify confidence in the practicability of a regular service from London to India and back within a period of eight or nine days. It was this which the "Princess Xenia" set out to prove. New developments in aircraft are likely to reduce this time by an appreciable extent in the near future, though experiments could be carried out to better purpose if they are conducted on differently organised lines, some insistence being made that the pilot shall land at certain points en route, namely, the different air stations for the commercial service projected. The value of the flight could thus be estimated in a much safer degree for practical purposes. The Air Ministry are now conducting an interesting experiment, an attempt to evolve British aircraft capable of remaining in the air for three days and three nights continuously. The design is a departure from usual British practice in that a monoplane form instead of biplane, has been chosen. This is in deference to past experience in regard to long distance flights. It is safe to say that with the exception of Sir John Alcock's success in 1919, all machines which have successfully flown the Atlantic have been monoplanes, including the Italian craft "Savoia" which flew from Rome to Pernambuco non-stop. If the Empire is to be linked up in the near future with a chain of aerial routes, machines capable of long endurance flights will have to be developed. When the right machine has been found, Captain Barnard's record will quickly go by the board.

The health bulletin for Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths.—Plague, Basra 1, Port Said 1 (1), Rangoon (3), Colombo 1 (1), Phnom Penh 1 (1); cholera, Bombay (2), Calcutta 4 (3), Madras 19 (5), Moulmein 4 (1), Negapatam 7 (3), Pondicherry (3), Port Blair 1, Phnom Penh 4 (3), Shanghai 1.

## EXCHANGE RATES.

	London, Sept. 7.
Paris	124.25
Brussels	84.90
Amsterdam	12.10%
Berlin	20.80
Copenhagen	18.19
Vienna	34.42%
Helsingfors	19.25
Lisbon	107.5
Rio	5.57/0.64
Buenos Aires	47.11/0.32
Shanghai	2.77%
New York	4.65/0.32
Genoa	25.20
Milan	32.70
Stockholm	18.13
Oslo	18.19
Prague	10.34
Madrid	20.90/2
Athens	374.7
Bucharest	750.72
Bombay	1/5.31/0.32
Hongkong	2.02
Yokohama	1/10.23/0.32
Silver (spot)	20.24
Silver (forward)	20.25
	British Wireless.

## DAY BY DAY.

THAT CHARITY IS BAD WHICH TAKES FROM INDEPENDENCE ITS PRIDE, FROM MENDACITY ITS SALUTARY SHAME.—Southey.

His Excellency the Officer Administering the Government has appointed Mr. Douglas Alfred Rushton to act as Assistant Secretary to the Sanitary Board.

Rural Building Lot 316, situated at Taitam-village, is to be offered for sale on the 17th instant. The area is 3,600 square feet and the upset price \$216.

The King's equator empowers Mr. Jose Gascon Ch Gonzalez de Berende to act as Honorary Consul for Guatemala in Hongkong, has received His Majesty's signature.

At the P. W. D. offices on the 24th instant, New Kowloon Inland Lot 1,155, situated at Shamshui Po, will be offered for sale. The area is about 3,600 square feet and the upset price \$4,612.

It is notified that, at the expiration of three months, the Auctioneering and Brokering Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

## About Hong Kong.

## Do you know that—

The Sailors' Home at West Point was originated by Mr. Joseph Jardine, of the firm of Jardine, Matheson and Company.

He set the scheme on foot and gave a sum of \$20,000 for the purpose. The community provided further donations and in July, 1861, the Government made the gift of the site.

Building operations commenced in 1862, and the Home was opened some three years later.

In the meantime, financial difficulties were encountered, and Mr. Robert Jardine, a brother of Mr. Joseph Jardine, gave a further \$25,000 and undertook to carry on the Home at his own expense for three years.

Sir Percy and Lady Newson, with Miss Muir Newson, sailed from Quebec in the Empress of Australia, on August 11, on their way to Hongkong. Sir Percy and Lady Newson expect to be back in England on November 10.

Passengers arriving on the Tainpang yesterday included Dr. and Mrs. H. G. Anderson, Dr. and Mrs. Ezra Shellshar, Mr. and Mrs. Ezra Abraham, Mrs. B. Walker, Capt. Q. R. F. Johnston, Capt. E. H. Jacobson, Dr. P. Haddon and Rev. and Mrs. Snyder.

The Offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Long Vacation, except on Public and General Holidays, when the offices will be entirely closed, and on Saturdays, when they will be open from 10 a.m. to noon, subject, however, to the provisions of Section 5 of the Supreme Court (Vacations) Ordinance, 1898, as far as relates to the Criminal Sessions. The Long Vacation commences on the 20th instant, and terminates on the 17th October, (both days inclusive).

The health bulletin for Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths.—Plague, Basra 1, Port Said 1 (1), Rangoon (3), Colombo 1 (1), Phnom Penh 1 (1); cholera, Bombay (2), Calcutta 4 (3), Madras 19 (5), Moulmein 4 (1), Negapatam 7 (3), Pondicherry (3), Port Blair 1, Phnom Penh 4 (3), Shanghai 1.

## EXCHANGE RATES.

## LETTERS FROM HONGKONG.

## 21.—The Two Sides of the Problem.

In dealing with the problem, as it immediately affects Hongkong, let us examine, as fairly as we can, the points of view of the two parties to the question.

Soldiers arriving in Hongkong, in general, either from England or from India. Now, in England the Army Officer has a fairly definite notch in the social scheme; that society being in fact old enough to take him at a generally accepted value. Indian stations, on the other hand, are in many cases run almost entirely by military men. The civilians exist more in the character of "camp followers."

Back in early days, before the Indians had any definite finger in the British Government pie, the semblance of co-operation was there. England in effect took over a working machine. The India Company's frontier was in general to make "alliances" with the native Princes, who still remained as nominal rulers of their provinces. The consequent implied connexion between the civil element and the native population caused the Army officer to view the former in a light which depended largely on the individual's racial prejudices. Things are rather different now, of course, but a point of view, once established, is apt to do hard, particularly when it has become almost a military tradition. The Army officer in India has, in fact, been accustomed in the past to regard himself, rightly or wrongly, as a person of some importance in local, if not in Imperial affairs.

Coming to Hongkong, then, from either England or India, he sees no particular reason why his position should be any different. "This Colony," says the Army, "was taken by the Army, enlarged by the Army, preserved by the Army. If at any time there were no Army, there would very soon be no Colony. Even a little trouble like the 1925 strike shows how essential the Army is to the well-being, if not the very existence, of the whole affair. Very well then, we may expect to be treated with a certain consideration, such as we have been accustomed to receive elsewhere."

What do we find? That the Army Officer is given the magnificent concession of being allowed to ride half-hors on the trams if he travels in uniform, but through various causes, his pay and allowances carry him no farther than, if as far as they do, in England; that if he is punctilious in his calls, he will be invited, occasionally—very occasionally—to carefully selected parties at Government House, whence, unless he takes special steps on his own behalf, he will come away as friendless as he went; that he is looked on generally, from the point of view of the welfare of the Colony, as rather an encumbrance than an asset; that even the Hongkong Club (which I understand was founded as a Naval and Military Club) admits Army officers only on the same status and conditions as visitors. (I am happy to note, however, that the Club made, the other day, a satisfactory and sensible alteration to their articles of association which puts Service members on a very fair footing.)

There is another subject about which soldiers are naturally reticent, but on which, in the privacy of their own circles when kindred matters bring it to the fore, I have heard them speak, and that is Hongkong's share in the war. Briefly the soldier's view is this: "Hongkong was a very long way away from the war, the trials and troubles of which did not touch it very directly. Trade, however, received the usual artificial stimulus from which the inhabitants, who only sent a small percentage to fight, derived no little profit. Wealth in fact rolled into the place, and at the end of the great struggle Hongkong found itself faced with possibilities of "development" such as had hardly been dreamed of before. Gigantic schemes of site leveling, sea reclamations, and pleasure roads were embarked upon, while the taipans built for themselves pleasant villas in out-of-the-way spots. The fact that all this put up the cost of living worried nobody (except a few people with more or less fixed incomes, like the soldiers) until the Great Strike and the trade slump came to help people recapture their sense of proportion."

"How this orgy of wealth-getting," say our military critics in the privacy of their mess rooms, "has left behind it a curious psychological state. There runs, subconsciously and unexpressed, even in thought, through the minds of those who

ZIM.

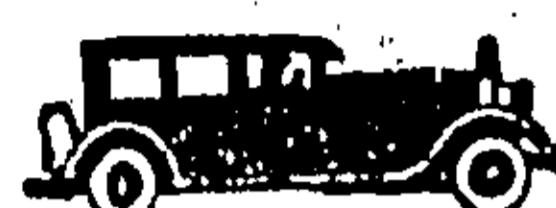
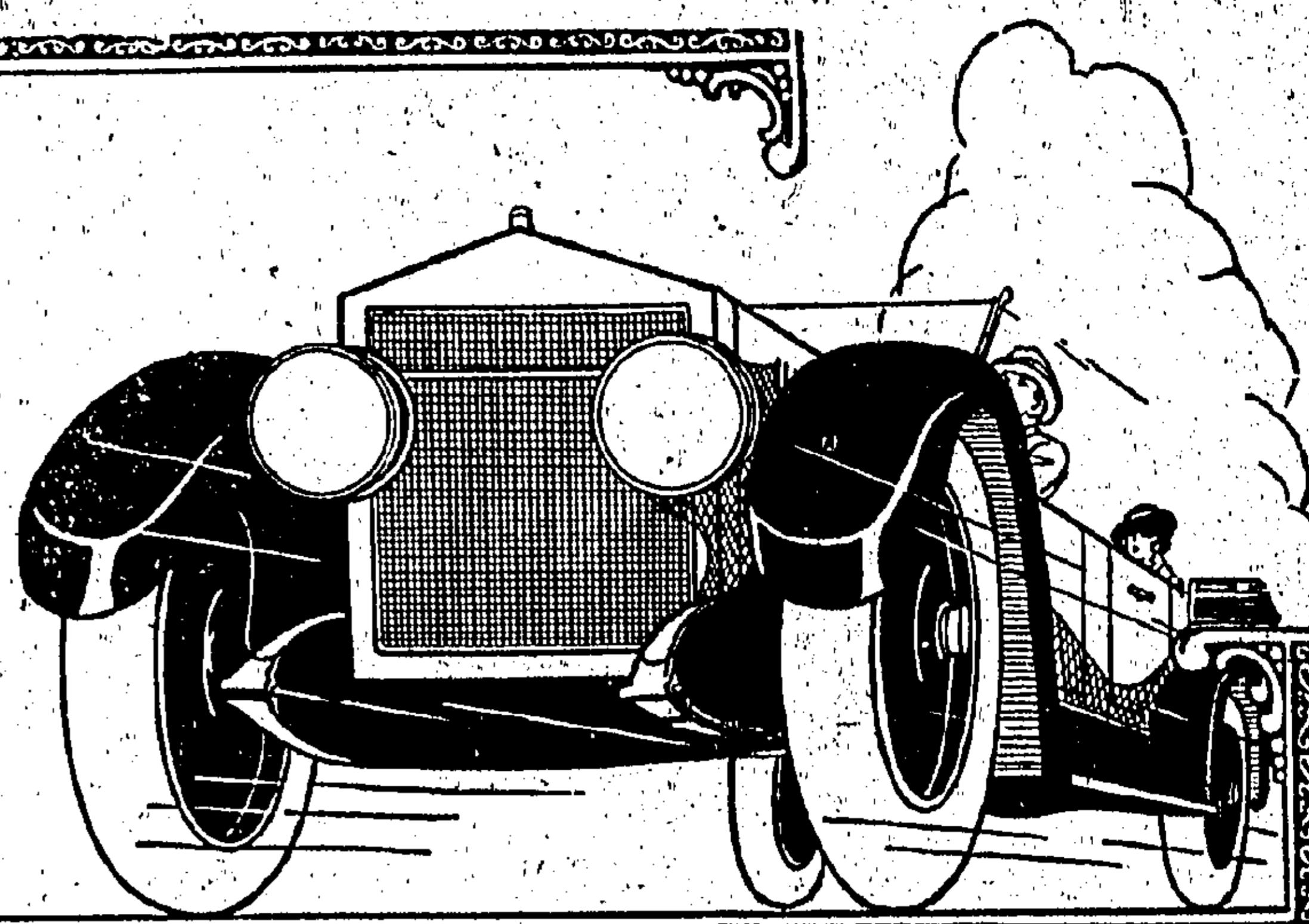
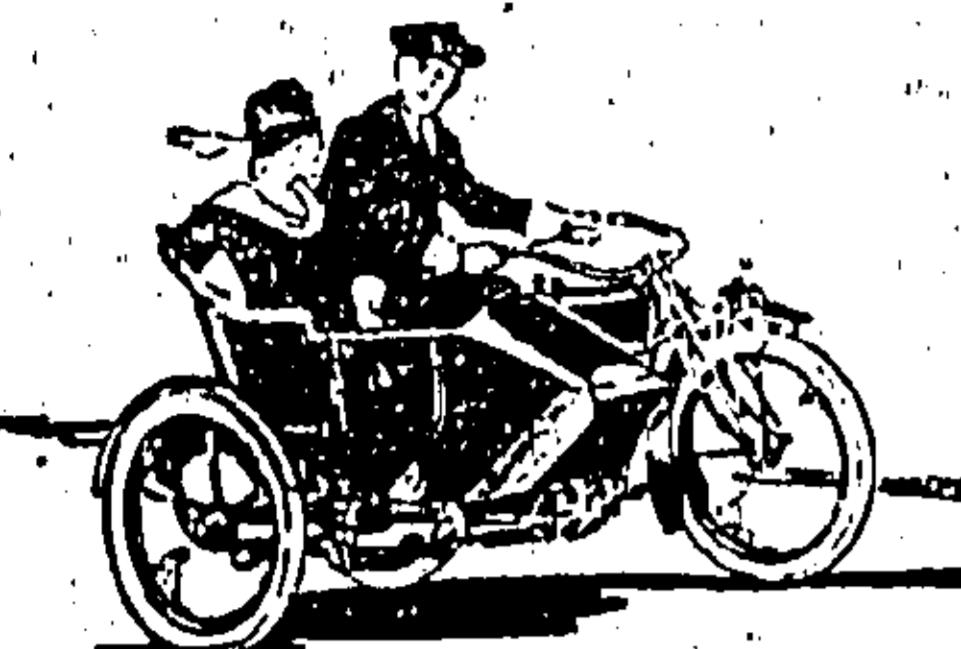
So much for what are apparently the two points of view. I think it is fairly evident that they don't strike the root of the matter, which is not such a cut-and-dried affair as can be approached from two sides only. In my concluding letter on the problem, I shall discuss certain further aspects and draw what conclusions I can.

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

SATURDAY, 8th SEPTEMBER, 1928.

Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## CURRENT COMMENT

### That Canton Road!

From time to time, one hears that the wish expressed that Hongkong might be connected to Canton by a good motor road, but the question is invariably dismissed as being in the nature of a dream which is never likely to come true. Although it has to be admitted that there are numerous difficulties to be surmounted before such a project can materialise, the attitude of object pessimism is surely to be deplored. Canton should be in direct road communication with this Colony, and there is no doubt but what the modern importance of the automobile will ultimately compel the authorities concerned to co-operate in the building of a connecting thoroughfare to mutual advantage. The pessimists always point out that even if a road existed, it would be dangerous to undertake the trip on account of bandit and other lawless gentry. It would seem that the "lawless" aspect is somewhat of a bogey which is not actually as black as painted. At the present time, there are many motor services running through Canton's adjoining districts, and the local authorities appear to be able to maintain fairly good order. The benefits to be derived from a Hongkong-Canton road would undoubtedly cause the Canton Government to take special precautions over their portion of the road, even as they do at the present time with railway communication.

### Queen's Road East.

There are still many motorists who imagine that Queen's Road East is a controlled area of 15 miles per hour, but this is not the case. Caution should always be exercised when driving through this thoroughfare, especially between Arsenal Street and the market.

### Better Pedestrians.

Chinese pedestrians are beginning to realise that they must be on the alert, and not wander dreamily over the roadway. The Queen's Road district is a very busy one, and when the new motor bus service is running, there will be a heavier stream of traffic necessitating the roadway being quite clear of pedestrians. Children are apt to run, across the road without paying heed to traffic, and it is because of this that the need for strict caution arises.

### Railway versus Motor.

It may be argued by some people that a road would cause serious competition to the Kowloon-Canton Railway, but such an argument cannot be considered when the matter of progress is at stake. Motor Bus passenger and goods services would unquestionably be inaugurated, but the greater and better the facilities for transportation, the greater the measure of prosperity to be derived. Canton would possibly benefit even to a greater extent than Hongkong, for the simple reason that a good road would induce large numbers of Hongkong folk to visit the City of Rium. Intercourse between the two cities should be encouraged by every possible means, and the motor car offers the best means possible. We should like to see the Canton Government take the matter up enthusiastically, and after all, in what better capacity could its surplus troops be employed?

### Noisy Motors.

Complaints have been heard concerning a number of motor cycles which make far too much noise, and we understand that the Police have been instructed to take necessary action. Some riders seem to prefer noisy machines, while others could minimise engine noise by giving their machines a little attention. As far as cars are concerned, there is a regulation prohibiting the use of "cut-outs" but we do not know how this applies to motor cycles. In any case, it is up to the riders themselves not to cause annoyance, especially during hours when most people are in bed. Effective action by the Traffic Department will doubtless have the desired effect.

### The Warning Scheme.

The warning letter scheme which has been introduced in London by the Metropolitan Police is certainly worthy of comment. Instead of summoning motorists for petty traffic offences, a letter is sent in the first instance stating the nature of the offence, and pointing out that no further action will be taken, at the same time issuing a warning against further

disregard of regulations. We understand that this scheme has been in operation for some years and has proved most satisfactory.

### Many Offences.

Although ignorance of the law is no excuse, it is remarkable what a number of offences are committed by motorists unintentionally, and it is in such cases that the warning letters scheme is deserving of every encouragement. After all, there are very few motorists who wish to break the regulations, and we think that a similar scheme might be adopted locally to good effect.

### Queen's Road East.

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### School Lectures.

Quite a number of children are injured every month, and it might therefore be a good idea to issue special instructions at schools, emphasising the danger of crossing the streets without first looking out for motor traffic. "Safety First" campaigns are excellent, and the schools represent a most logical field for carrying out of such campaigns.

### Australian Races.

The first Australian tourist trophy races held at Phillip Island were a pronounced success, and may undoubtedly be expected to become a classic annual fixture. The most notable success in those races was undoubtedly scored by a Model V/2 4.95 h.p. super-sports "Matchless," which, although only unpacked a few days before the race, obtained first place in the 600 c.c. sidecar race and fourth place in the unlimited class.

In the 200 miles solo race the same machine was placed second in the 600 c.c. class and third in the unlimited class. This was a truly phenomenal performance for an absolutely standard machine, which had had no special preparation or tuning of any sort.

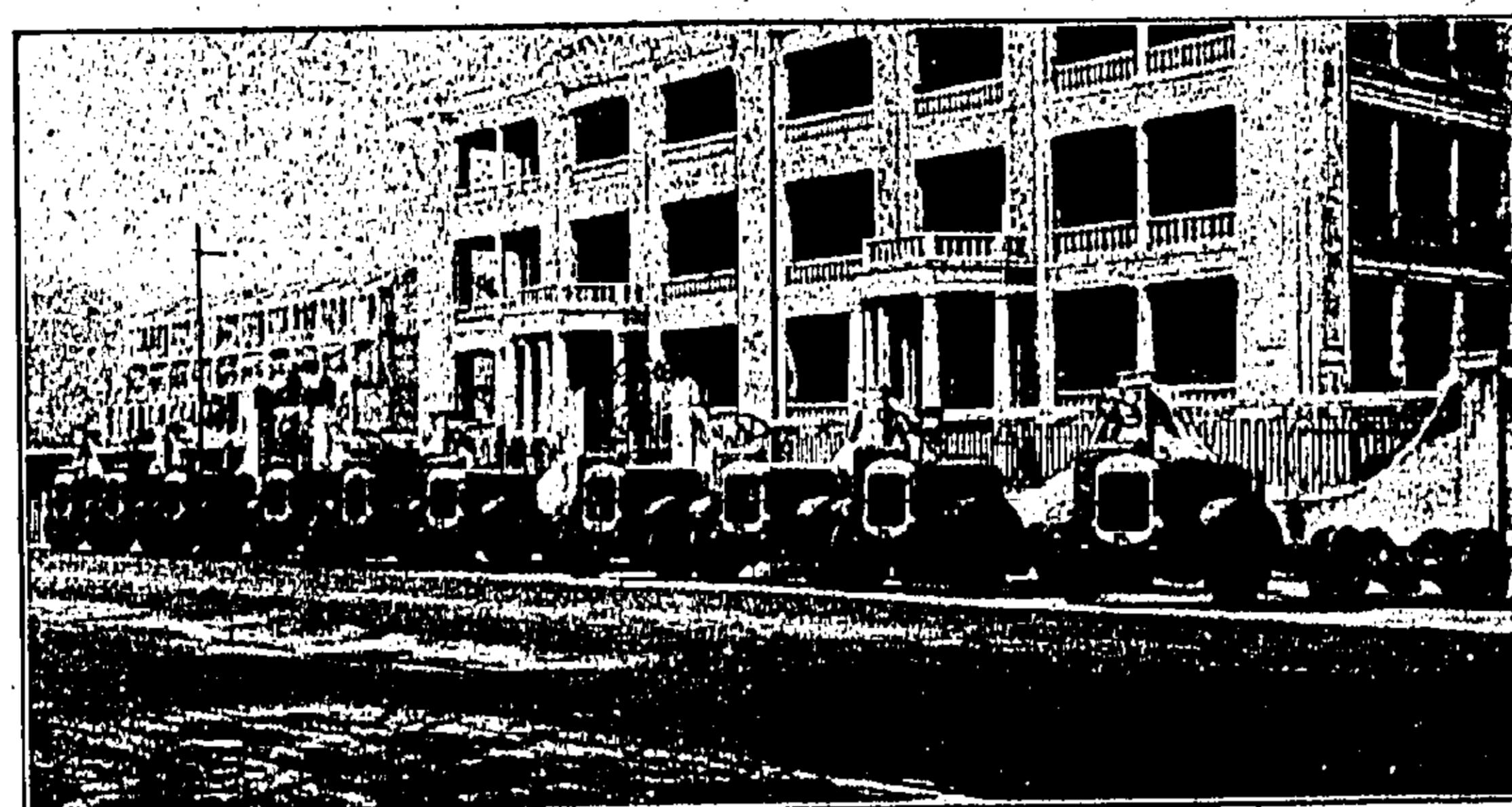
### USED CARS PRICED LOW.

The average resale value of a one-year-old automobile, reports the National Association of Finance Companies, is now only 38 per cent. of its original price. Last year, the corresponding rate was 48 per cent. and in 1923 it was as high as 54 per cent.

### WANT OLD CARS JUNKED.

Pennsylvania Automotive Association is having its members report all "junk" automobiles so that their licenses be suspended. It is a campaign against the continuance of "junked" cars on the highways.

## MORE THORNYCROFTS FOR KOWLOON.



The above picture shows the fine fleet of Thornycroft vehicles which has been added to the China Bus Company's Service operating in Kowloon and districts. As already mentioned, the Company has been running a number of Thornycroft vehicles since November last, and it is because of the success of the original buses, that this large repeat order was placed with Messrs. Thornycroft's Hongkong representative.

This particular type is known as the "A2 Long" chassis with low straight frame and the specifications of the engine are as follows:

Type "FB/4," power unit 334 ins. (95 mm.) bore  $\times$  5 ins. (127 mm.) stroke. Cubic capacity 233.2 cu. ins. Will develop 36 B.H.P. at 1,600 r.p.m. and up to 45 B.H.P. at increased revolutions, R.A.C. H.P. 22.5. The four cylinders are of the monobloc type with detachable head. This facilitates easy inspection of both inlet and exhaust valves, which are on the rear side of the cylinder block, side by side, and operated from one camshaft. The valve tappets are adjustable, and totally enclosed by removable covers; the tappets have exceptionally large surfaces in contact with the cams, eliminating any possibility of undue wear. The cylinder block is bolted to the crankcase, which carries the crankshaft and cam-shaft, the crankshaft of large diameter being carried in three long die-cast white-metal bearings, the caps of which are bolted to the top half of the crankcase. The bottom half of the crankcase can be removed without disturbing the main bearings, which ensures an easy means of inspection of the crankcase.

The first Australian tourist trophy races held at Phillip Island were a pronounced success, and may undoubtedly be expected to become a classic annual fixture. The most notable success in those races was undoubtedly scored by a Model V/2 4.95 h.p. super-sports "Matchless," which, although only unpacked a few days before the race, obtained first place in the 600 c.c. sidecar race and fourth place in the unlimited class.

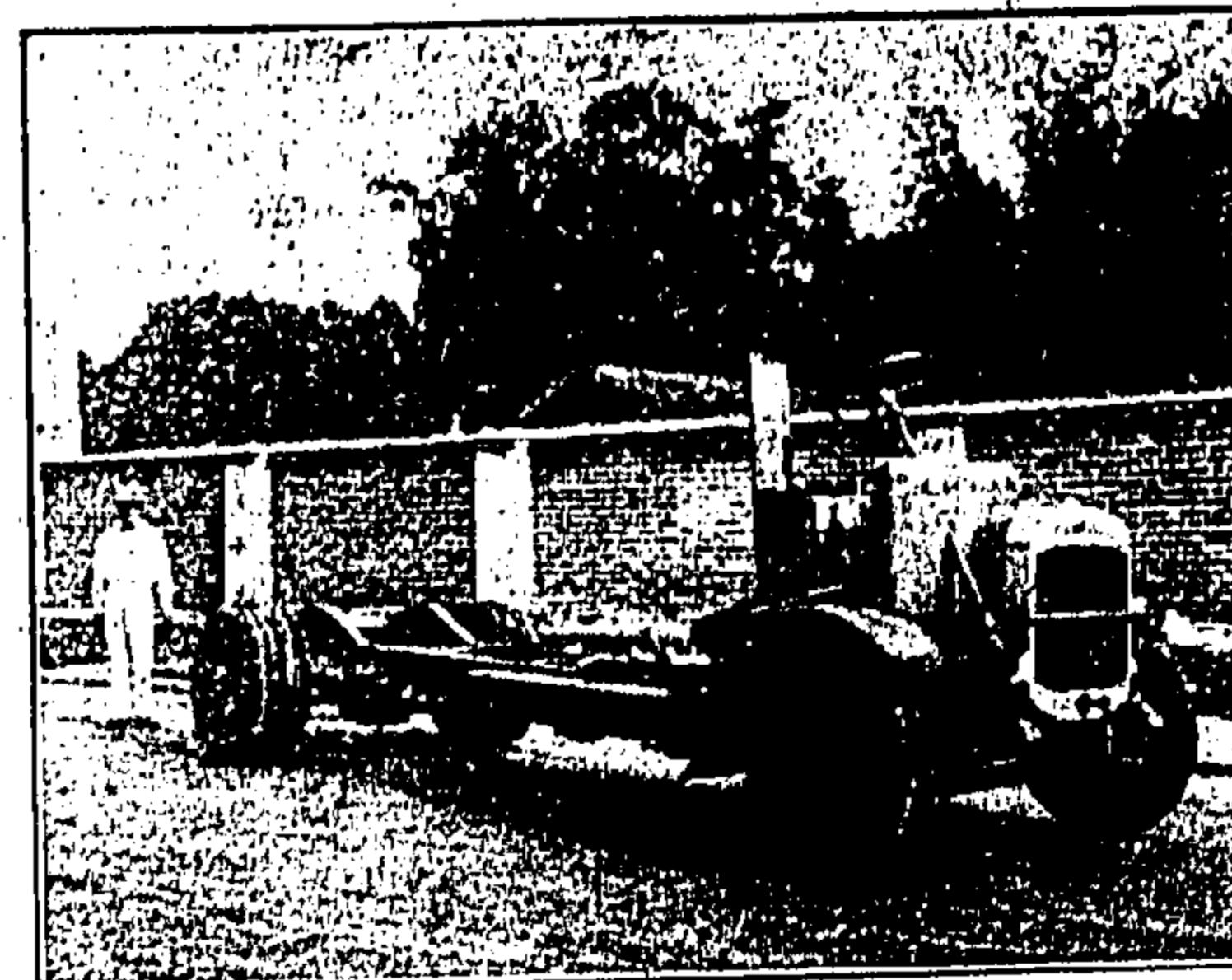
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### WANT OLD CARS JUNKED.

Pennsylvania Automotive Association is having its members report all "junk" automobiles so that their licenses be suspended. It is a campaign against the continuance of "junked" cars on the highways.

main and big end bearings without removing engine from chassis. The big end bearings are gun-metal shells with white-metal linings.

Lack of space prevents us from giving the whole of the specifications, but it is sufficient to state that these vehicles represent the very best in British motor engineering, a fact which is, of course, universally recognised.



One of the "A2 long" type chassis.

wherever the name "Thornycroft" appears.

The Kowloon Motor Bus Company have also adopted Thornycroft, and an order for ten of the "UB Forward" type has recently been executed. Further orders for the same make of vehicles have been placed, and will duly be completed.

The importance of motor bus transport in China generally cannot be under-estimated, and when it is remembered that future developments will be largely influenced by local successes, it is gratifying to know that there is ample evidence of the general excellence and desirability of the motor transport vehicles produced by Messrs. John I. Thornycroft and Co., Ltd.

Lack of space prevents us from giving the whole of the specifications, but it is sufficient to state that these vehicles represent the very best in British motor engineering, a fact which is, of course, universally recognised.

One of the "A2 long" type chassis.

It should be mentioned that the Thornycroft system of direct representation is of the utmost value to users of Thornycroft products, ensuring, as it does, the availability of expert advice such as is given to those who reside within easy reach of the actual headquarters and factories of the Company.

## A NEW TRIUMPH MODEL.

### "A Machine Without a Fault."

The latest addition to the Triumph range of motor cycles is the new 5.49 h.p. side-valve model "N.S.D." that has been introduced from Scotland Yard recently.

"In the event of a person who has received one of these letters being reported again for an alleged motoring offence, the fact that he has already been warned will be taken into account by the Commissioner in arriving at a decision as to whether he shall be summoned or not."

The final paragraph in the warning letter reads: "He (the Commissioner) will . . . feel bound to take the circumstances into account if you should again be reported for an alleged offence."

Speculation arose as to the exact meaning of this passage, and it was apparently with a view to removing any misconception that the above statement was issued.

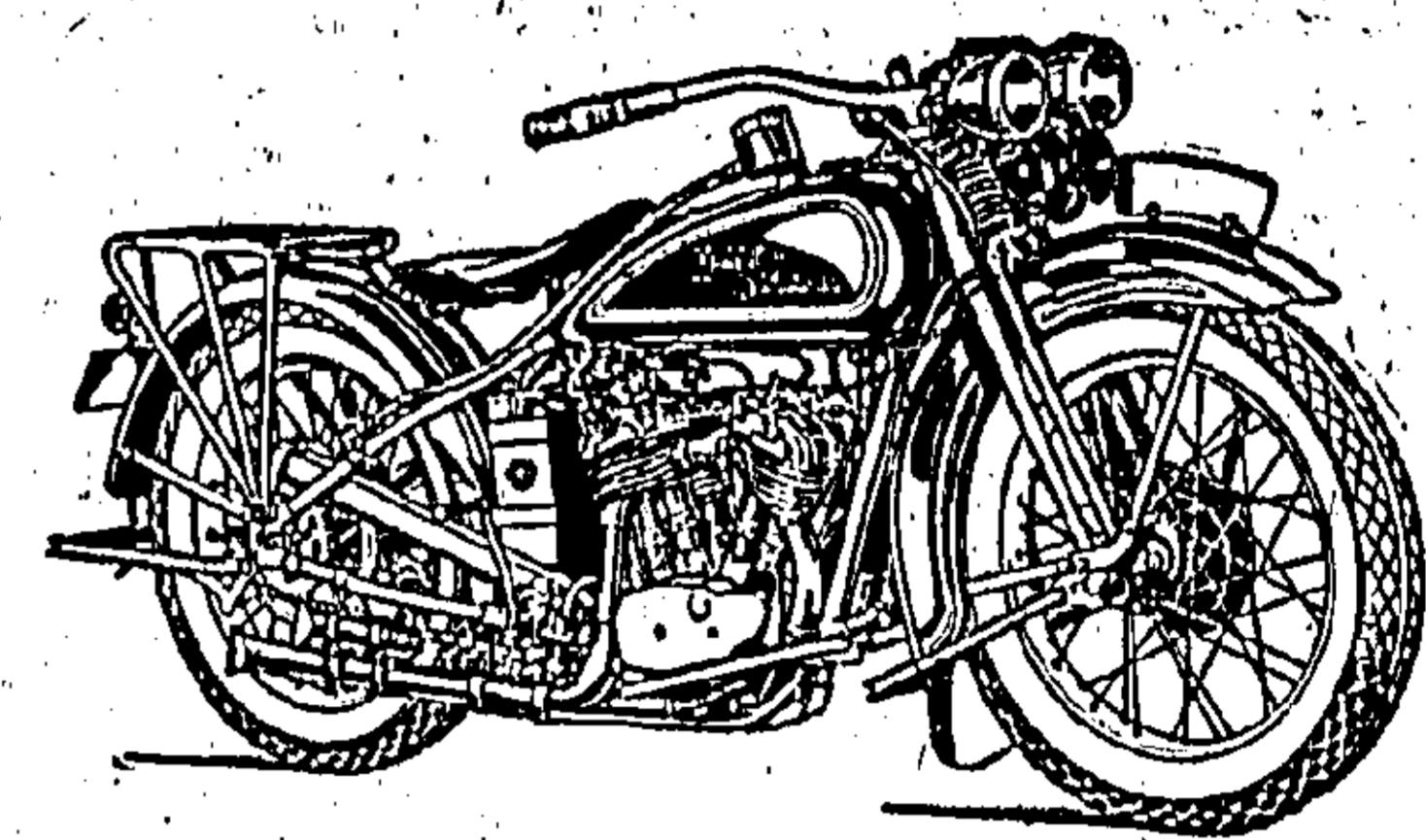
Sir Arthur Spurgeon, Chairman of the Croydon County Bench,

by chain throughout, the gears giving sole ratios of 5.06, 8.2 and 14.12 to 1, while the standard sidecar ratios are 5.73, 9.3 and 15.9 to 1.

One is impressed by the sporting lines of this new model. The engine and gearbox are carried in a straight tube frame, the sloping top rail is covered by a welded steel, unbreakable saddle-tank with patent attachment lugs, and has a capacity of  $2\frac{1}{2}$  gallons. The tank which is finished in the new Triumph colours of black with slate blue panels, tapers gracefully, allowing the saddle, a Brooks' supple seat, to be placed well forward and low down. This results in a very comfortable riding position to which the special design of the handlebar contributes in no small degree. As the main tank is devoted to fuel, oil is carried in a separate tank, holding  $3\frac{1}{2}$  pints, behind the saddle tube. The front brake, which is hand controlled is of the internal expanding spring ring type giving a slight servo-action. The rear brake is of the internal expanding shoe type, 7 in. in diameter.

Dunlop 26 in. x 3.25 in. cord tyres, steering damper and foot rests, adjustable to two positions, complete what has been described in the technical press as "a machine without a fault."

## The Latest 1929 HARLEY-DAVIDSON



NOW HERE!

### New Features for 1929.

#### 2 Bullet Headlights

—more and better light

#### Generator Output Controller

—instant regulation

#### 4 Tube Muffler

—more quiet exhaust

#### Clear-the-way Horn

—greater safety

#### New Electrical Panel

—with ammeter

#### —and a host of other

important advancements

## THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.  
Tel. K. 1242

2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND

ACCESSORIES IN STOCK.

## More cooling spins at lower costs on Goodrich Tires



Cool night air feels mighty good when you "step on the gas" after a hard, hot day—and it feels twice as good when you know you're riding at the lowest cost per mile!

More mileage, built into SilverTowns, gives you a lower cost on your tires for pleasure or business. Strong, flexible sidewalls—tough, road-gripping tread—long life in every ounce of rubber—that's the answer to tire economy!

## Goodrich SilverTowns

"Best in the Long Run"

Sole Agents:

## UNIVERSAL MOTOR & SUPPLY CO.

61, Des Voeux Road, C.

Telephone G. 4915.

All sorts of Automotive Accessories also in stock.

## CHINA UNDERWRITERS, LTD.

FOR

### ALL CLASSES

OF

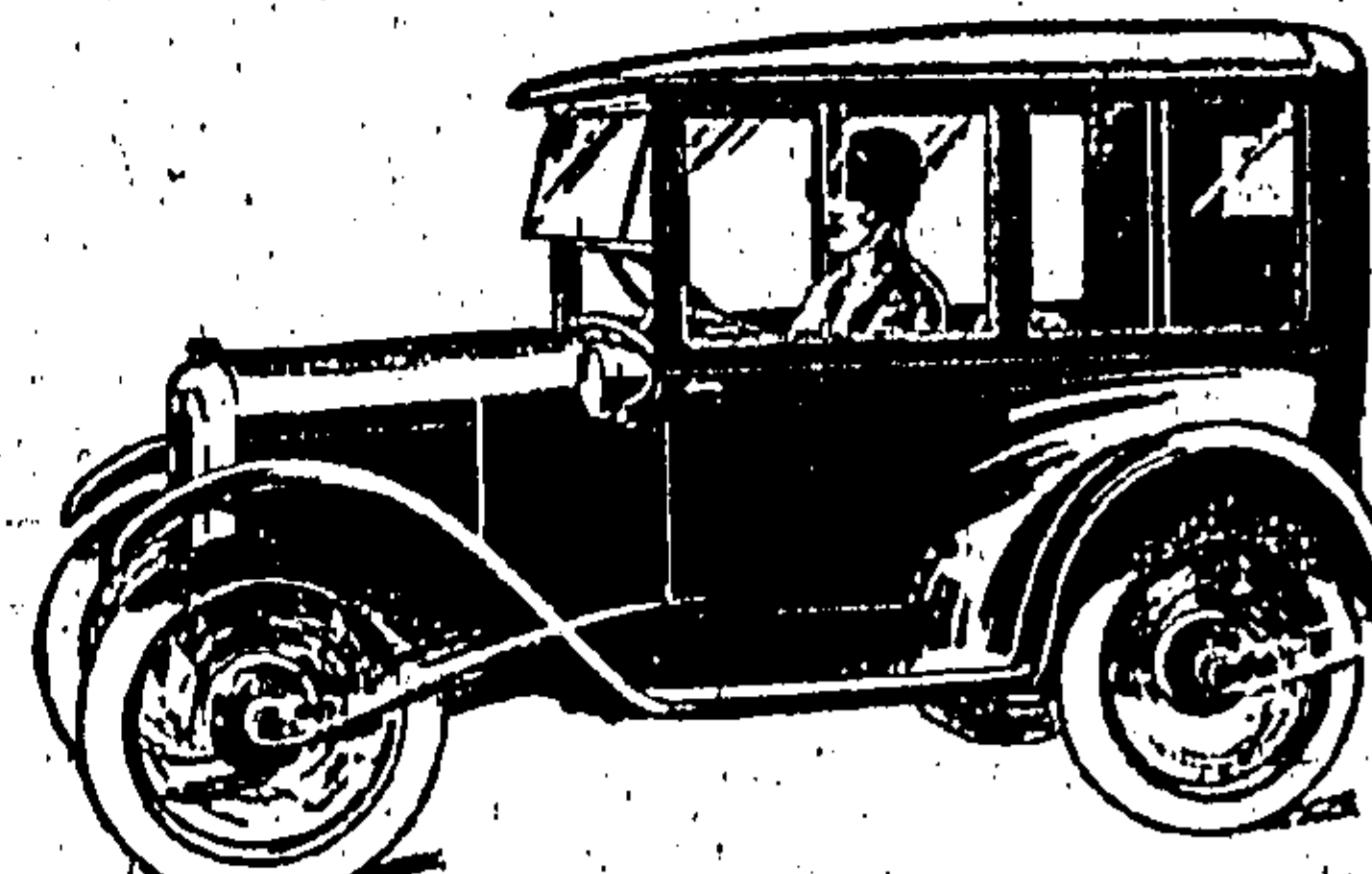
## MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE: St. GEORGE'S BUILDING, HONGKONG. TELEPHONE: C.1121-22

## THE QUESTION WAS HOW TO REDUCE HIS PETROL BILL.

Then he had a bright idea  
and bought an



### AUSTIN SEVEN.

You too can enjoy motoring  
at a Cent per mile.

ALEX. ROSS & Co., (China) Ltd.

Prince's Building. 2nd floor, Ice House St. Entrance.  
STOCKS CARRIED

### DRIVING ADVICE.

#### Negotiating Bumps.

Sometimes it happens that we come across a sudden bump or a pot-hole in the roadway when it is too late to avoid it.

Often such an obstacle is only seen at the last moment, when it is impossible materially to reduce the speed of the car in time.

Under these circumstances the best thing to do is to apply the side brake steadily, without de-clutching. In other words allow the car to keep going at the same speed more or less, but steady it by the application of the side brake, which of course acts on the rear wheels only.

If this is done it will be found that the braking effort against the normal acceleration of the car will tend to hold the road wheels closer to the surface, and the resultant bump will be minimised.

Considerable wear on the springs and working parts will be avoided, and the comfort of the passengers will also be improved. It must be impressed that to achieve this effect the foot must not be removed from clutch or accelerator.

When travelling over loose metal during road-making operations the reverse process should be adopted. That is to say, on approaching the loose patches of metal the clutch should be put right out and neither brake should be touched, leaving the momentum of the vehicle to carry it over the rough surface.

In this way the power of the engine will momentarily be removed from the transmission, and the back wheels will ride lightly over the sharp stones.

Although the speed should be reduced when crossing such a ridge of loose stones, it is a mis-

### ROCKET CAR WRECKED.

#### Explosion Inwards Instead of Outwards.

"Rak IV," has gone the way of its brothers.

Herr Fritz von Opel had put great hope in his fourth rocket car, which was to have beaten all previous records held for speed on rails.

In the early hours of a recent Saturday morning the rocket experts assembled at Burgwedel, near Hanover, on a stretch of hitherto unused railway line.

Members of the Reichswehr and local gendarmes held the eager onlookers at a safe distance, and Herr Fritz von Opel, in the company of photographers and film operators, stood on a bridge in readiness for the great moment when the car should rush past.

At five o'clock the rocket fusé was lighted. But after "Rak IV." had moved about 70 yards, it blew up with terrific explosion. One wheel landed in a potato field about 30 yards away, and the rest of the car fell on the right bank of the railway line, a complete wreck.

The post-mortem examination of the car established that a mistake had been made in connecting up the rockets. One rocket, the experts considered, instead of exploding outwards, exploded into the car. But Herr Fritz von Opel is not to be discouraged. In three to four weeks' time he hopes to carry out a new experiment with "Rak V."

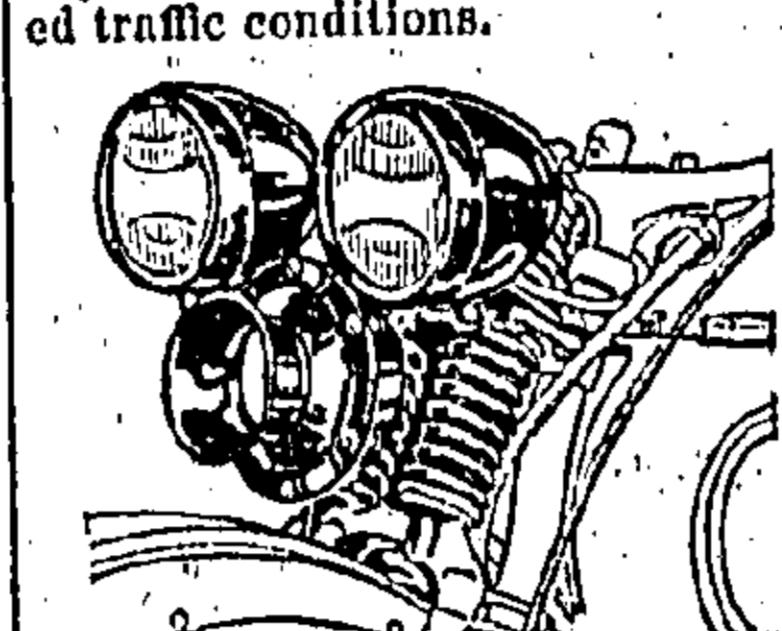
Take to engage a low gear, and many of the bad cuts in back tyres are caused by traversing loose metal with the engine pulling in gear.

### THE NEW HARLEY.

#### Many 1929 Improvements.

The many outstanding features, which have placed Harley-Davidson in the front rank of motorcycle popularity throughout the world, have now been supplemented by five big new features in the Harley-Davidsons for 1929.

The 2 Bullet Headlights give better illumination and greater safety for night riding—and add to the low, rakish appearance of the 1929 models. By means of a simple toggle switch conveniently placed on the right handlebar, the rider is able to instantly adapt his road illumination to his own particular needs of the moment—two long, bright, converging beams of light far down the road, or one depressed beam for slow, congested traffic conditions.



For still greater safety, the 1929 models are equipped with a new Klaxon Clear-the-way Horn. This high frequency, electrically operated warning signal has a pleasing yet very penetrating tone. For high speed riding this new feature is a very important safety factor.

Without sacrificing speed or power, greater quietness has been achieved in the new Harley-Davidsons by the introduction of the 4 Tube Muffler—a new engineering feature of proved



superiority. The 4 Tube Muffler carries the exhaust gases along both sides of the rear wheel and provides multiple muffling by means of four pipes slotted at the ends.

Another noteworthy advancement is the beautiful new Electrical Panel which contains the efficient Weston-made Harley-Davidson ammeter, ignition hooded parking switches, and small hooded parking light, visible front and rear. Here beauty is combined with utmost utility, in the finely curved and handsomely finished jet black enamelled panel.

Still another triumph of Harley-Davidson engineering is generator Output Controller—a handy control lever placed right on the outside of the generator. This useful new feature enables the rider to instantly regulate the amount of current entering the battery, thus assuring a completely charged battery at all times. In connexion with the ammeter, this handy output controller is one of the most useful and practical features ever offered on a motorcycle.

These, and many other improvements, make the beautiful new Harley-Davidsons for 1929, more than ever, the World's outstanding motor-cycles and sidecars.

### INTERNATIONAL TOURING COMPETITION.

The Seventh International Competition for Touring Cars organized by the Roumanian Royal Automobile Club ran between June 5 and 9 over a course of 1,242 miles, from Bucharest through Cernauti, Mare and back to the capital, practically right around Roumania.

Seventeen cars took part in the run, representing the principal European and American makes:

3, Fiat model 509; 4, Steyr; 3, Buick; 1, Lancia Lambda; 1, Klossol; 1, Morris 1, Ford 1928; 1, Auburn; 1, Willys Knight; 1, Austro Daimler.

The result was as follows:

1, Major Urdareanu on Fiat 509; 2, Mr. Varnay on Fiat 509; 3, Mr. Poli Vicas on Morris; 4, Mr. Butculeacu on Steyr.

The "popular prize" was won by Major Urdareanu on Fiat 509, Mr. Varnay also on Fiat 509 being second.

Major Urdareanu was awarded the cup presented by H. R. H. Princess Elena and the Silver Medal presented by the newspaper *Universal*. Mr. Varnay won the prize given by the Prefecture of Bucharest.

H. R. H. the Princess Elena personally congratulated Major Urdareanu on winning her Cup.

### CALIFORNIA PREPARES.

California is becoming more and more the mecca of tourists. Southern California towns expect 80 per cent more tourist visitors this year than last.



### HONG KONG DELIVERED PRICES.

#### NATIONAL SERIES "A B" PASSENGER.

R.A.C. Horse-Power Rating 21.7.  
Brake Horse-Power 55 at 2,200 Revolutions.  
Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.  
Speed 50 M.P.H.

Model	Nett Weight	Per O. N. Factory Price	Extra Delivery	Packing Delivery	Nett Hongkong Price
Roadster	2-pass.	2,000 lbs.	G\$495	G\$210	G\$765
Tourer	5-pass.	2,056 lbs.	495	57	765
Coach (2 door)	5-pass.	2,316 lbs.	583	40	800
Coupe	2-pass.	2,177 lbs.	505	40	765
Sedan	5-pass.	2,306 lbs.	675	40	930
Cabriolet	4-pass.	2,276 lbs.	805	40	1,000
Landau Sedan	5-pass.	2,300 lbs.	715	40	1,020

Hongkong Price includes spare rim Tires & Tubes, Bumper, bulb Horn, Right Hand Drive.

#### NATIONAL SERIES "A B" COMMERCIAL.

R.A.C. Horse-Power Rating 21.7.  
Brake Horse-Power 55 at 2,200 Revolutions.  
Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.  
Speed 45 M.P.H.

Model	Nett Weight	Per O. N. Factory Price	Extra Delivery	Packing Delivery	Nett Hongkong Price
Half Ton Chassis	1,615 lbs.	G\$375	G\$20	G\$155	G\$550
Half Ton Chassis and Cab No. 500	2,013 lbs.	490	20	215	725
Cab Top Express Truck	2,280 lbs.	530	20	240	700
Screen Express Truck	2,705 lbs.	570	20	265	855
Combination Truck	2,330 lbs.	580	20	265	865
Panel Express Truck	2,265 lbs.	600	20	250	870
Eight Passenger Bus	2,265 lbs.	615	20	255	890

Hongkong Price includes spare rim Tires and Tubes, Right Hand Drive.

#### CAPITOL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 21.7.  
Brake Horse-Power 55 at 2,200 Revolutions.  
Piston Displacement 170.9 Cubic Inch. Wheel-Base 124 Inches.

Model	Nett Weight	Per O. N. Factory Price	Extra Delivery	Packing Delivery	Nett Hongkong Price
One Ton Chassis	2,130 lbs.	G\$520	G\$45	G\$165	G\$730
1½ Ton Chassis	2,290 lbs.	520	115	165	800
1½ Ton (140") Chassis	2,410 lbs.	520	215	185	920

Hongkong Price includes spare rim Tires and Tubes and 4 fenders.

#### EXTRA FOR BODIES MOUNTED ON 124" CHASSIS.

Model	Nett Weight	Per O. N. Factory Price	Extra Delivery	Packing Delivery	Nett Hongkong Price
Sedan Cab	No. 506	400 lbs.	G\$85	G\$130	G\$180
Cab Top Body	No. 328	775 lbs.	175	30	115
Screen Body	No. 303	950 lbs.	235	30	145
Combination	No. 303	1,900 lbs.	250	30	145
Panel Body	No. 405	800 lbs.	270	30	125
12 Pass. Bus	No. 39	775 lbs.	305	—	130

All Prices and Specifications subject to change without notice.

### THE HONG KONG HOTEL GARAGE

25 Queen's Road Central Tel. Central 4759.

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Incorporated in England

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Recent Victories of M.G. 175 C.M.C.  
FRENCH TOURIST TROPHY (2984.800 KM.)  
1st and 2nd.

#### LYON GRAND PRIX M.C.

1st and 2nd.

#### GRAND PRIX OF THE LIMONEST

1st, 2nd, and 3rd.

#### THE FOREZ RUN (1,100 KM.)

1st, 2nd, 3rd and 4th.

#### MARSEILLES GRAND PRIX.

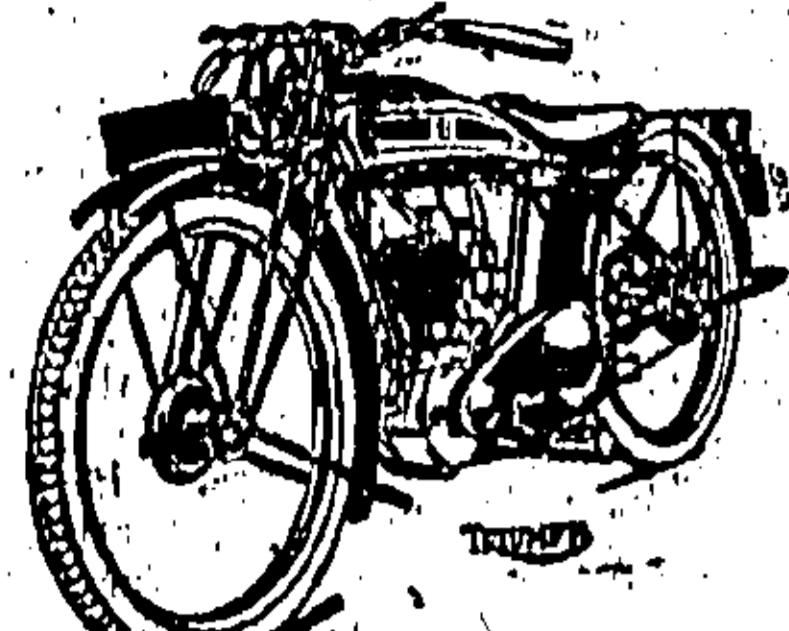
1st won on M.G. machine.

#### AND HOLDER OF NUMEROUS WORLD'S RECORDS.

Models fitted with two most famous engines—the M.A.G.

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FRANCIS AND BARNETT

Cycles  
From £36.00 up.

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From £59.00 up.

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CYCLES  
From £60.00 up.

A.J.S. MOTORCYCLES  
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INDIAN MOTORCYCLES  
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Associate Membership of the  
R. A. C. and A. A. London.

All Communications for  
Membership, etc. to  
REV. G. E. S. UPSDELL  
Hon. Secretary.

O/o "Hongkong Telegraph"

TOWN STORES LOSE.

The automobile and good roads have caused a general decline in sales for village and small town stores, reports the Bureau of Business Research of the University of Illinois. This is based on a survey of business in small towns of Illinois.

CARS TAKEN IN EARLY.

Of cars that are repossessed because of non-payment of notes due, it is reported more than a third are taken back before any deferred payment is made and more than three-fourths when not more than three payments are made.

BIG ENERGY LOSSES.

At 20 miles an hour, only 8 per cent. of the chemical energy of the motor fuel is utilized in driving the vehicle, says T. A. Boyd, of the General Motors Research Laboratory. Most of the rest is lost in heat dissipated through cooling water or the exhaust.

## BY THE WAY

Many motorists are troubled with the splitting of the side walls of their balloon tyres. Let it be said, at the outset that, provided tyres are kept at their proper pressure, as recommended by the makers, it is only at very widely separated intervals that trouble will be encountered. Also it is easily comprehended that a tyre running at too low a pressure is much more likely to be punctured than one which is fully inflated, for the simple reason that there is actually a bigger surface on the road, and therefore, the possibility of running over a nail, or other sharp instrument is correspondingly increased.

### In Three Feet of Water.

A very notable run was recently accomplished from Cape Town to Cairo, by Gerry Bonvior in a Chrysler "72" Sedan. This trip, which covered considerable mileage, was made under rather extreme road difficulties because roads in Central Africa are not yet developed to the high degree of European roads, but the Chrysler ploughed along sometimes axle-deep in sand and sometimes covered with water. At one point, crossing the Limpopo River, the pontoon which was to carry the car across, could not reach the bank and it was necessary to drive the car through three feet of water to the pontoon. This was done with the aid of rubber pipes attached to the exhaust and motor caps over the spark plugs so that the car ran under its own power in the water.

### Looking Back.

In the years of 1927 and 1928 up to date, there have been a considerable number of mergers in the automotive industry many of them between parts manufacturers and a few between major automotive manufacturers. In 1927 there were 21 mergers, two of which included manufacturers of complete automotive equipment. One of these was the Auburn who bought out the Lyceum Manufacturing Co., and the Limusine Body Co., of America. America La France Five Engine Co. also bought out the Foamite Childe Corporation.

In 1928 there have been 11 mergers, up to date. The latest one, in which Chrysler bought control of Dodge Bros., is by far the largest. Marvel Carburetor Co. also bought the Wheeler Steller Co.

## COMMERCIAL VEHICLES.

### British Servicing Abroad.

Of late years definite indications have been forthcoming of the increasing sales of British commercial motor vehicles in overseas markets. This factor is, perhaps, due to a variety of causes, one being the large growth in the employment of road motors for all classes of transport, and another the preference of many purchasers for the British product, but it is undoubtedly also largely attributable to the improved servicing facilities which the most prominent British manufacturers have organised in countries abroad, some of them often thousands of miles from the works of the maker.

It would be difficult to conceive a better example of the thoroughness of a British service organisation for motor-vehicle users overseas than that provided by a task which was recently undertaken by Thornycroft (Australia) Ltd. Amongst a number of vehicles which this branch organisation of John I. Thornycroft & Co., Ltd., supplied to the Main Roads Board of New South Wales, was a Thornycroft type Q, three-way tipping wagon. This machine became involved in a serious collision with a railway train, at a level-crossing with dire results. After the accident the parts of the lorry were gathered up and returned to the Thornycroft service depot in Sydney New South Wales, some of them being badly misshapen and others damaged to such a serious extent as to be almost beyond recognition.

Although the vehicle was very badly shattered, the owners decided that it would be worth their while to have it reconstructed at a cost of approximately, £600. Each and every part was subjected to careful examination before being reassembled in the chassis, and badly fractured parts were replaced. After this work had been carried out, the vehicle, was re-delivered to its users, having every appearance of being brand new.

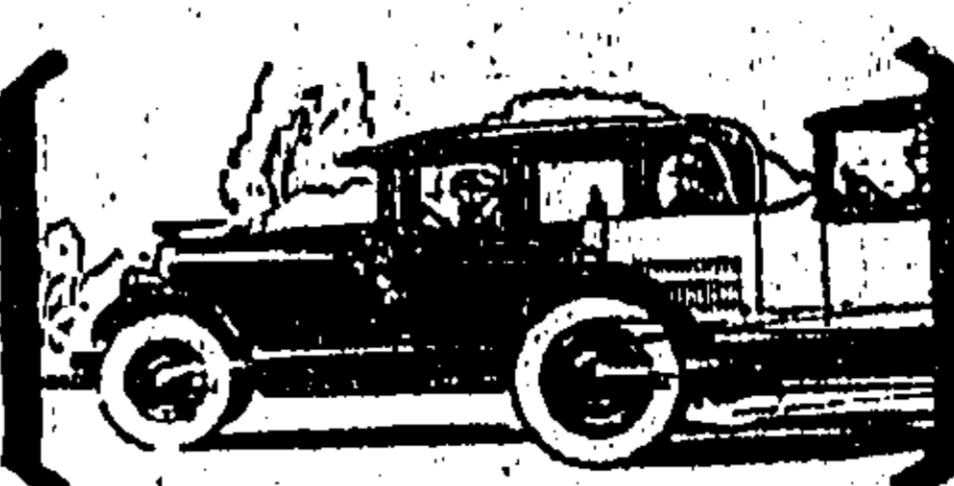
An interesting item in connection with this extraordinary repair task was that the original estimate for carrying out the work was within £10 of the ultimate cost, thus giving a good indication of the efficient costing system adopted by Thornycroft (Australia) Ltd. Messrs. Thornycroft are, of course, directly represented in Hongkong.

Why *Changed* Motoring Conditions  
Demand The Use of Quality Oil.

No. 2

## When small wheels spin faster... How about oil?

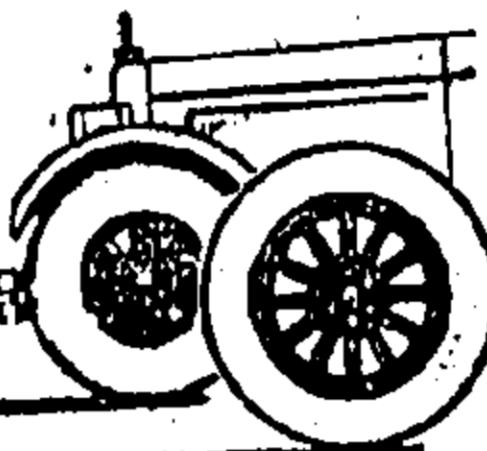
Here is another change you notice in today's cars: smaller wheels. Many cars now have 30 inch wheels, where a few years ago they had 36-inch wheels.



"Good!" you say. "The car is that much closer to the ground. I get an easier ride."

But just a moment, please. That 6-inch difference in wheels means more than you realize. It calls for a new margin of safety in your lubricating oil.

Why?



Because smaller wheels cover less ground per revolution. That is obvious. So your 30-inch wheels must revolve faster at 35 miles an hour than did the 36-inch ones.

What makes the wheels revolve faster? The engine. How? By providing more power impulses—more revolutions of the crankshaft—more piston strokes.

With this increased work your oil must travel faster—that's sure. It must resist more friction—that's certain. It must stand up under more heat—that's inevitable.

Does it? Does your lubrication rise to this new need? Are you guessing—or are you sure?

Yes; if you use Gargoyle Mobiloil.

Yes; if you follow the Mobiloil Chart.

The Mobiloil policy has always been to provide the richest oil that would circulate freely to every moving surface.

As change has followed change in automobile design, improvement has followed improvement in Mobiloil.



Make the chart your guide.

When you use Mobiloil, your choice is approved by the 182 automobile manufacturers who approve the Mobiloil Chart. And by the 3 out of 4 motorists who use Mobiloil regularly.

Put Mobiloil to work for you—to-day. The Mobiloil Chart at your dealer's will tell you exactly which oil to use in your engine.

### MAKE THE CHART YOUR GUIDE.

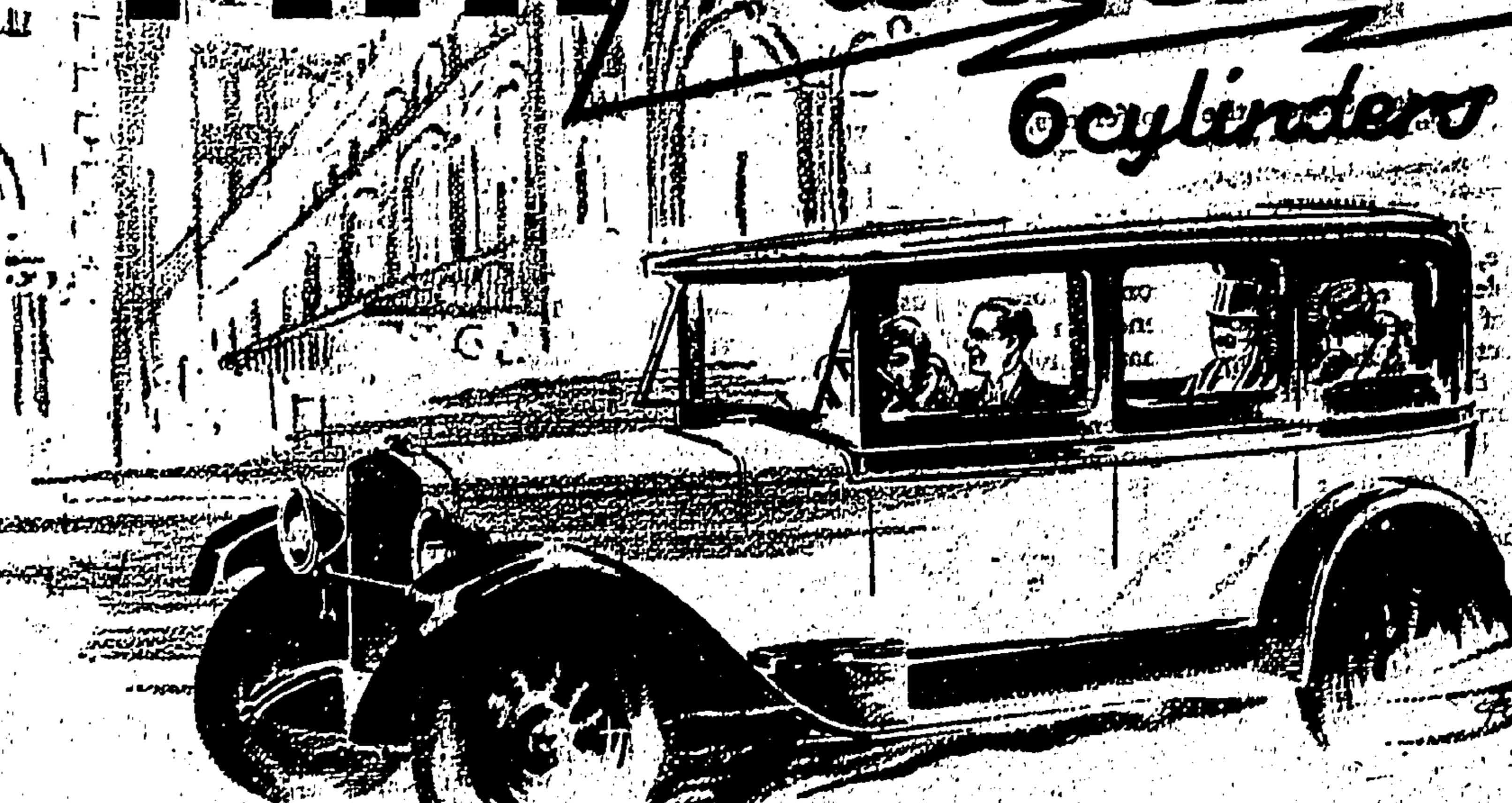
Name of Passenger Car	1925	1927	1928	1929
Armstrong Siddeley 15 h.p. other models	A	C	B	C
Austin 12 h.p.	A	B	B	C
Bentley	A	C	A	C
Blitzen	A	C	A	C
Chrysler	A	C	A	C
Cisner 8, 10, 11, 11A, 11B h.p. 10 h.p.—other models	A	C	A	C
Corsica	A	C	A	C
Cromwell 14 h.p. and 18/28 h.p. all other models	A	A	B	C
Dodge	A	C	A	C
Erskine	A	C	A	C
Fiat 501	B	C	B	C
Fiat 501— other models	B	C	B	C
Ford Model T	A	C	A	C
Hupmobile	A	C	A	C
Hummer 9/20 h.p. other models	B	D	B	C
Marie Celeste	A	C	A	C
Mercedes	A	C	A	C
Oakland	A	C	A	C
Oldsmobile	A	C	A	C
Parkard	A	C	A	C
Maybach	A	C	A	C
Standard 14 h.p. other models	A	C	A	C
Studebaker	B	C	B	C
Willys Knight	B	C	B	C

## VACUUM OIL COMPANY.

THE CAR OF CARS—AND

Yours for \$3,100

**FORD** 520  
6 cylinders



NEW STOCK SOON ARRIVING  
BOOK YOUR DEMONSTRATION RUN NOW

SOC. ITALIANA, IMP. ESP. ESTREMO ORIENTE, LIMITED.

67, Des Voeux Road Central.

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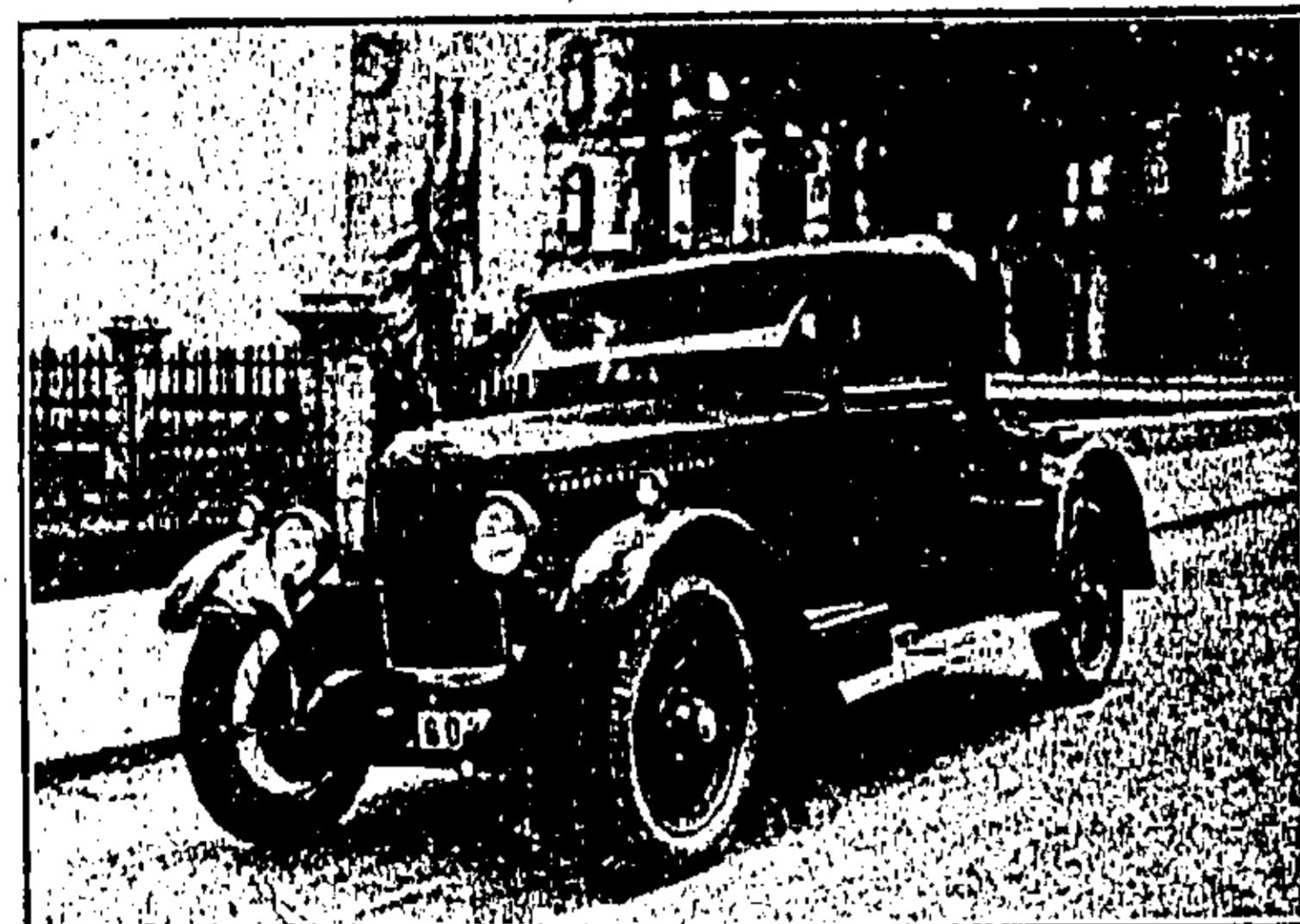
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SUPER-EXCELLENT  
VAUXHALL



20/60 H.P. Custom Built Sports Cabriolet recently supplied to a local buyer.

THE "DAILY CHRONICLE" SAYS---

"One of the most remarkable new cars placed on the market recently.....its introduction created something of a furor in motoring circles."

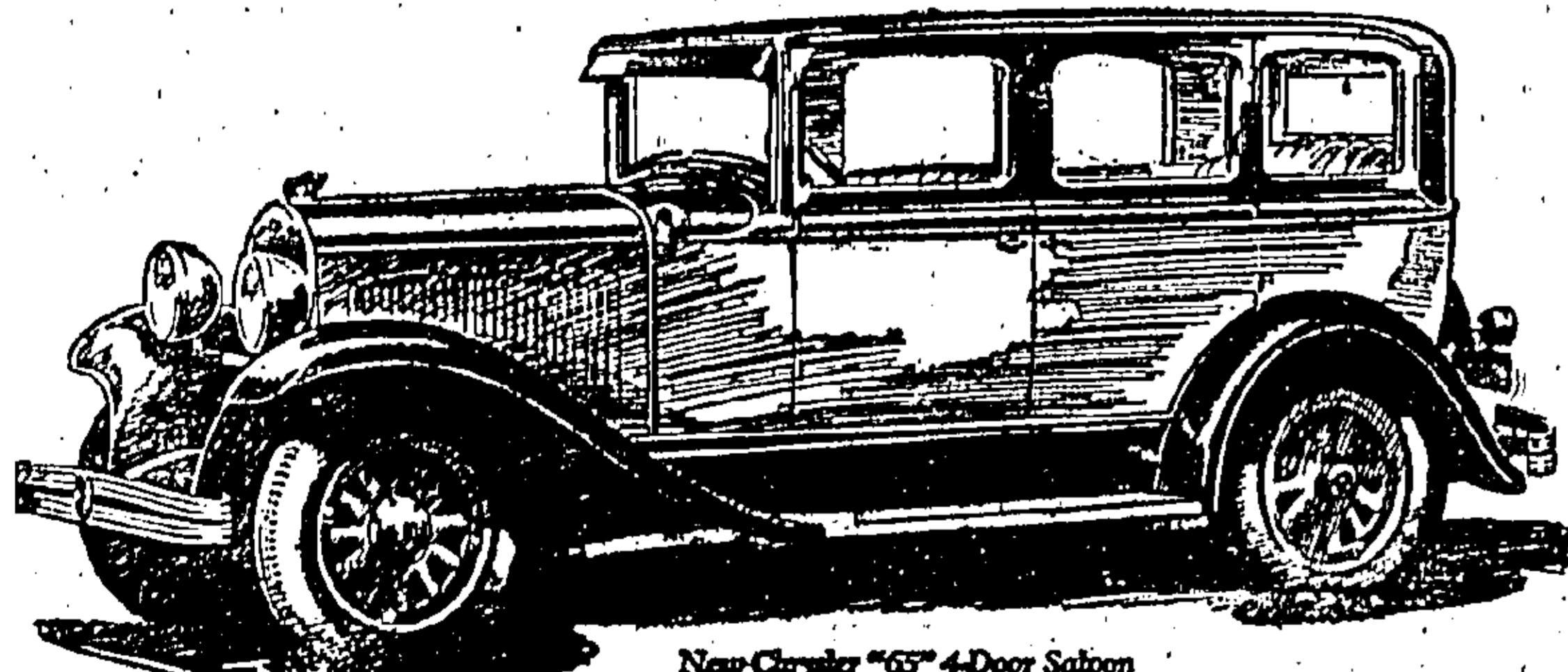
Full particulars from--

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Motor Department.

Phone C. 3193.

New  
CHRYSLER "65"



New Chrysler "65" 4-Door Sedan

IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chryslers of other days—new measures of value—lower prices . . . It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

offerings, beyond anything else the industry provides in performance and style . . . It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars . . . In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—6½ h.p.—"Silver-Dome" high-compression head using any petrol—characteristic Chrysler speed, power and pick-up—counter-weighted 7-bearing crankshaft, only car at or near this price with this costly feature; new, slender profile radiator—new bowl-shaped lamps—beautiful cowl moulding and cowl lamps—new, longer chassis and longer, wider, roomier bodies—new arched window silhouette—new "air-wing" full-crowned wings—new internal expanding Chrysler hydraulic four-wheel brakes, unaffected by weather conditions—Lowjoy hydraulic shock absorbers, front and rear—spring ends anchored in live rubber, instead of metal shackles.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1219.

A CHRYSLER MODEL.

Car's Remarkable Acceleration.

TESTS ON DASHWOOD HILL.

(By the Hon. Maynard Greville in the *Morning Post*.)

Probably the most useful function in a modern car, intended for use in this country, is rapid acceleration up to 60 miles an hour.

The present crowded condition of our highways does not allow of high maximum speeds, but the man whose car will accelerate really fast up to moderate speeds scores every time.

The "Red Head 72" model Chrysler is one of the best cars for this purpose, its acceleration up to about 60 miles an hour being remarkable. No car within hundreds of pounds of its moderate price, and within litres of its engine capacity—with the exception of certain sports models—can expect to compete in this category.

Recently I tried a "Red Head 72" with a two-seater body, and I can only say that I was astonished at its performance.

The "get away" was extraordinary, both on the top gear and on the second."

In passing, I may explain that in the "Red Head" model the ordinary detachable head has been removed and a high compression head fitted in its place.

In America, where the car is built, it is, of course, intended that a special anti-detonating fuel should be used, but, although, I tried the car on every description of fuel, I never succeeded in getting a solitary "pink" out of it with the ignition fully advanced, and it appeared to be equally at home on any petrol.

The car I had, however, was almost new, and it is possible that when the engine had become dirty, either benzole mixture or some other anti-detonating fuel would be advisable if really slow top gear running were desired.

As it was, I found that the car would wander along on the top ratio at walking pace, and accelerate away again in a flash without a tremor, although, of course, the beautiful little two-seater body that it carried was light for such a hearty engine.

A Stiff Test.

The speedometer was slightly optimistic, but the acceleration figures I obtained were roughly, 10 to 20 m.p.h. in a little over three seconds, 10 to 20 m.p.h. in a little over six seconds, 10 to 40 m.p.h. in 10 seconds, 10 to 60 m.p.h. in 19 seconds—all on top gear.

A standing 70 miles an hour took rather over 37 seconds, while on the second gear, five to 25 m.p.h. was accomplished in a little over four seconds.

The new long section of Dashwood Hill was conquered in the remarkable time of 1 min. 18 secs. from a standing start, the speed at the top being about 65 miles an hour, while the old short section (also from a standing start) was covered in 41 2/5 sec., the speed at the top being about 50 miles an hour.

I also entered the one-in-ten section of the hill at 20 miles an hour on top, and reached 54 miles an hour before the summit was reached.

The road-holding qualities of the car were good up to about 60 miles an hour, but beyond this speed the car required a certain amount of holding, and the springing, although good at low speeds, was rather light at high speeds unless the full complement of four passengers was carried.

Light Steering.

The steering was light and positive, with a good lock, although a trifle low-gared for my liking, while the brake showed over 50 per cent. efficiency on my Len brake gauge when the bands were dry—when the bands were wet, however, action was considerably impaired. They are of the Chrysler-Lockheed hydraulic type, which the hand-brake works on a drum behind the gear-box.

The clutch was delightful and of the single dry plate type, while the springs were semi-elliptic, with ingenious rubber mountings and no shackles.

The three-speed gear-box was easy to use, although the car would do everything on top, and first was really an emergency ratio, starting being easy on second.

The two-seater body was one of the best I have ever seen. The "dickey" was roomy and comfortable, whether used for luggage or passengers. It has, too, most attractive lines, while there is a great deal of room in the front seats.

At £525 this car has a remarkable performance, especially with a side valve engine. The R.A.C. rating is 25.35 h.p.

WOMEN DRIVERS.

High Speeds in Trials.

Announcement has been made by the Contest Board of the American Automobile Association that four women, all possessing only average driving experience, recently piloted The Studebaker Commander and The Studebaker Director in two unique 500-mile tests.

Driven entirely by women pilots, a fully equipped stock Commander Roadster on June 18, travelled 500 miles on the Atlantic City Speedway in 388 consecutive minutes, maintaining an average speed of 77.21 miles per hour for the entire distance. This record is only 2.4 miles per hour lower than the American record for fully equipped stock cars for the same distance, also held by The Commander.

Immediately following The Commander's run, the women took charge of a stock model Studebaker Director. This model holds all American speed and endurance records for fully equipped stock cars in its price class. Relieving each other in two-hour shifts, the four women completed the 500 miles with an average speed of 60.37 miles per hour.

The two performances were checked and certified by the Contest Board of the A.A.A. Each of the Studebaker cars was certified by this same body to be strictly stock and fully equipped.

In order to maintain the high averages and still make stops for relief drivers and fuel, the female drivers kept their mounts soaring well above the final average figures.

The women who drove the cars were Bertha and Caroline Winnai, Marie Morton and Mary Jobling, an English film star.

Studebaker points to these performances as proof of the ease with which the championship speed of Studebaker cars may be obtained and controlled. As one Studebaker official remarked, "These two 500 mile runs in which women did the driving defeat the theory that women are not as proficient as men in piloting motor cars."

NASH

To-day presents a New and Finer Motor Car  
New Twin Ignition Motor.  
New Salon Bodies.

The three new Nash Series, which are being introduced everywhere to-day, achieve the ambition of my manufacturing career.

"They represent an entirely new type of motor car, priced moderately, but offering you all the beauty and quality and performance heretofore exclusive to very expensive automobiles.

"To create such a car we had to design an entirely new type and invest over £2,500,000 in dies and machinery alone.

"Naturally space precludes the full listing of all features but I do want to draw your attention to a number of the outstanding attractions such as—

"Twin-ignition, high compression, Bohnalite aluminum alloy pistons with Invar-struts,

WONG SIU WOON.  
SOLE AGENT FOR SOUTH CHINA  
21, Pollinger Street. Phone C. 1474.  
Service Station: 76, Des Vaux Road Central. Phone C. 644.

OIL EXCEEDS GOLD.

WORLD SHOW IN 1929.

California, noted as a gold state, far exceeds that valuable mineral in its production of oil. In the last 50 years, gold produced in that state was valued at \$345,546,000, while oil produced there in the same period amounted to \$2,558,294,000.

EXPECT MORE TOURISTS.

American tourists in Canada are expected to increase some 500,000 this year from 2,500,000 in 1927.

FRONT-WHEEL DRIVE.

A newly-organized firm at Okmulgee, Okla., will begin production of front-wheel drive automobiles soon. The cars will cost from \$1,490 to \$1,945.



BUICK FOR 1929--  
AN ANNIVERSARY  
CAR-BUILT TO CELE-  
BRATE 25 YEARS  
OF WORLD LEADER-  
SHIP--ON DISPLAY  
VERY SOON

THE DRAGON MOTOR CAR CO., LTD.

Telephone C. 1246 & 1247 . . . 33, Wong Nei Chung Road, Happy Valley.



## CAMPBELL'S NEXT RECORD ATTEMPT.

To be Made in the Syrian Desert Next September.

It is not surprising that Captain Malcolm Campbell has selected the Syrian Desert for his proposed attempt to regain for England the world's land speed record. He has searched the English and Danish coasts without finding a stretch of sand that he regards as suitable, and coastal sands at their very best have always the grave disadvantage of limited width, with the risks of the sea on one side and the spectators on the other.

## A Sun-baked Waste.

The Syrian Desert is a vast stretch of sun-baked waste at this time of year, perfectly smooth and hard in some places, rough, rutted and overgrown with camelthorn in others. In the days of the Persian and the Greek empires, this desert was a highway linking the Mesopotamian and the Mediterranean civilizations. For two thousand years, however, it has not suffered the tread of man and beast to any extent, until the recent war and the years immediately following its close. In 1923 Norman and Gerald Nairn, two officers who had served in the Near Eastern campaigns, bravely started a mail service with Cadillac cars between Baghdad and Damascus. It was practically a non-stop dash across the 600 miles of nothingness, with one reliable oasis, namely Rutha Wells, half-way across.

By their pluck and endurance the service was developed and regularized in spite of the difficulties of mud in winter and the trouble with Arab raiders during the 1925 period of the Druze rising. Last year the Nairn Co. introduced six-wheeler saloon coaches on the route, so that nowadays the crossing is made in about 26 hours with safety and comfort.

The eastern half of the track from Baghdad via Fellujah and the R.A.F. aerodrome of Ramadi, to Rutha is not suitable for great

speeds. There are several wadis to be crossed—dried-up water-courses, which in the winter are steams emptying into the Euphrates. The track is rather badly rutted as a rule and strewn with small boulders.

West of Rutha, however, there is a splendid stretch of nearly 300 miles of smooth, hard ground, where speed is possible with safety. Nairn's saloon coaches, carrying 15 passengers and two British drivers, a ton of luggage (on the roof) and 150 gallons of petrol, besides water, ice and food supplies, exceed 40 miles per hour for long stretches. Travelling westward they are met 150 miles east of Damascus by an armed Cadillac car, which escorts them through the more dangerous parts of the stronghold of the Arab tribes, Cadillac and six-wheeler bowl comfortably along together at 40 to 50 m.p.h.

## Difficulties to Face.

Captain Campbell has, however, some considerable difficulties to face. The greatest difficulty, of course, is the heat, which will call for the very best in tyres and for careful carburettor and radiator adjustments. He will also, have trouble with mirages, and it is quite possible that the mirage difficulty will necessitate all practise runs and the record attempt being made before 8 o'clock in the morning. After 8 o'clock they become very trying; they obscure the land ahead and give the impression that one is driving over the edge of a cliff.

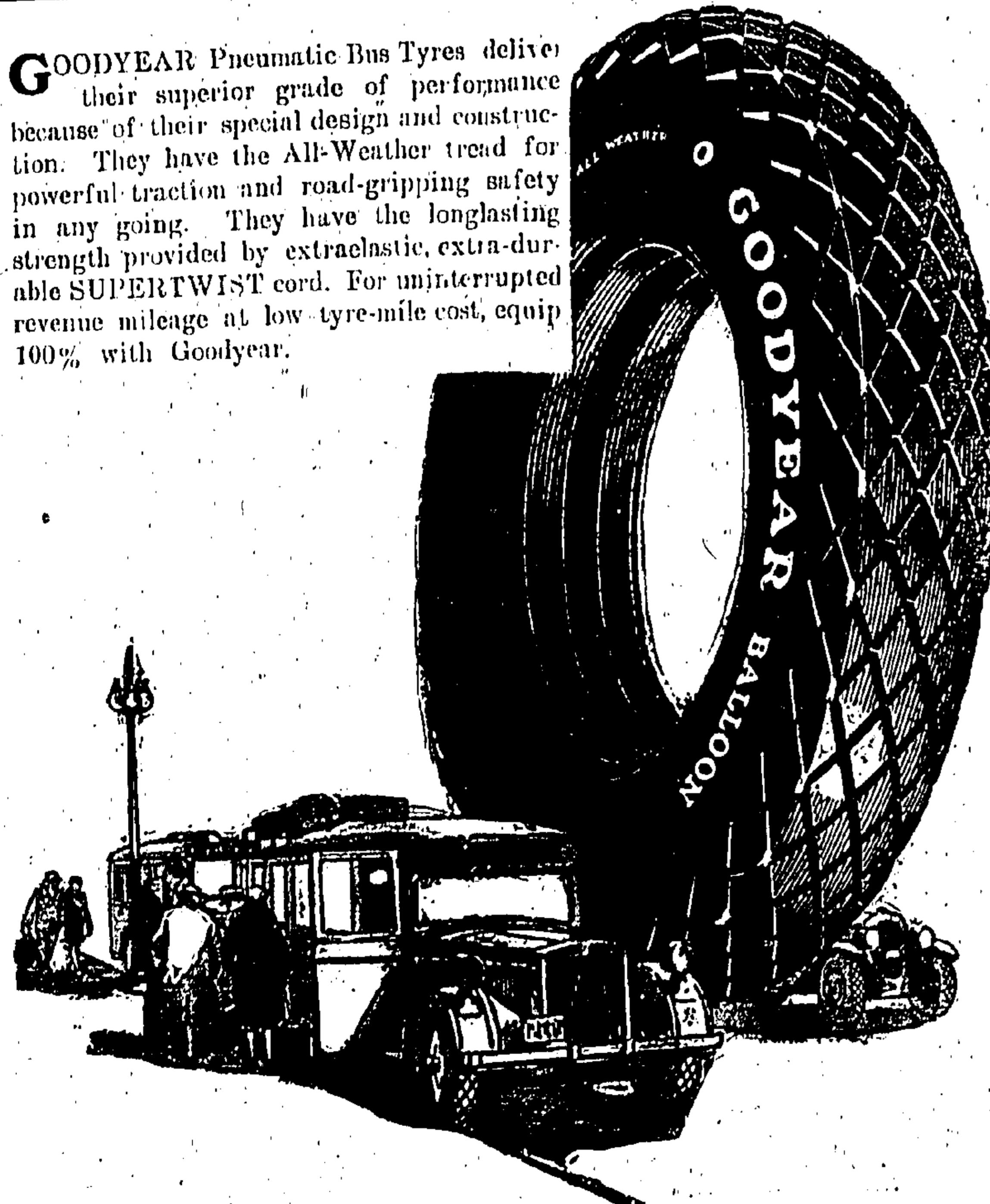
As regards the surface, there should be no difficulty in selecting a stretch of 30 or 50 miles of practically perfect road, with a width of several miles, free from camel thorn, ruts and boulders. If it is near the motor mail track he will find it necessary to make a search for broken bottles, for a modern desert travellers have a careless way of discarding beer cans.

Pontiac, Mich., July 3.—For 34 years W. E. Noble has worked at the same job in the plant of the Oakland Motor Car Company, here, but no machine has yet been found to replace him! Now Noble, at 65, is resting a bit while the machinery from the old plant is being transferred to the new \$3,000,000 assembly plant. Then he'll take up his old tools again, relics of the horse age, and resume his unique occupation. It is fashioning the leather used in upholstering the sport models of the Oakland All-American Six. Back in 1894 Noble served in the same capacity with the Pontiac Buggy Company, which later

## A MAN'S JOB.

## No Machine Can Replace Him.

GOODYEAR Pneumatic Bus Tyres deliver their superior grade of performance because of their special design and construction. They have the All-Weather tread for powerful traction and road-gripping safety in any going. They have the longlasting strength provided by extraelastic, extra-durable SUPERTWIST cord. For uninterrupted revenue mileage at low tyre-mile cost, equip 100% with Goodyear.



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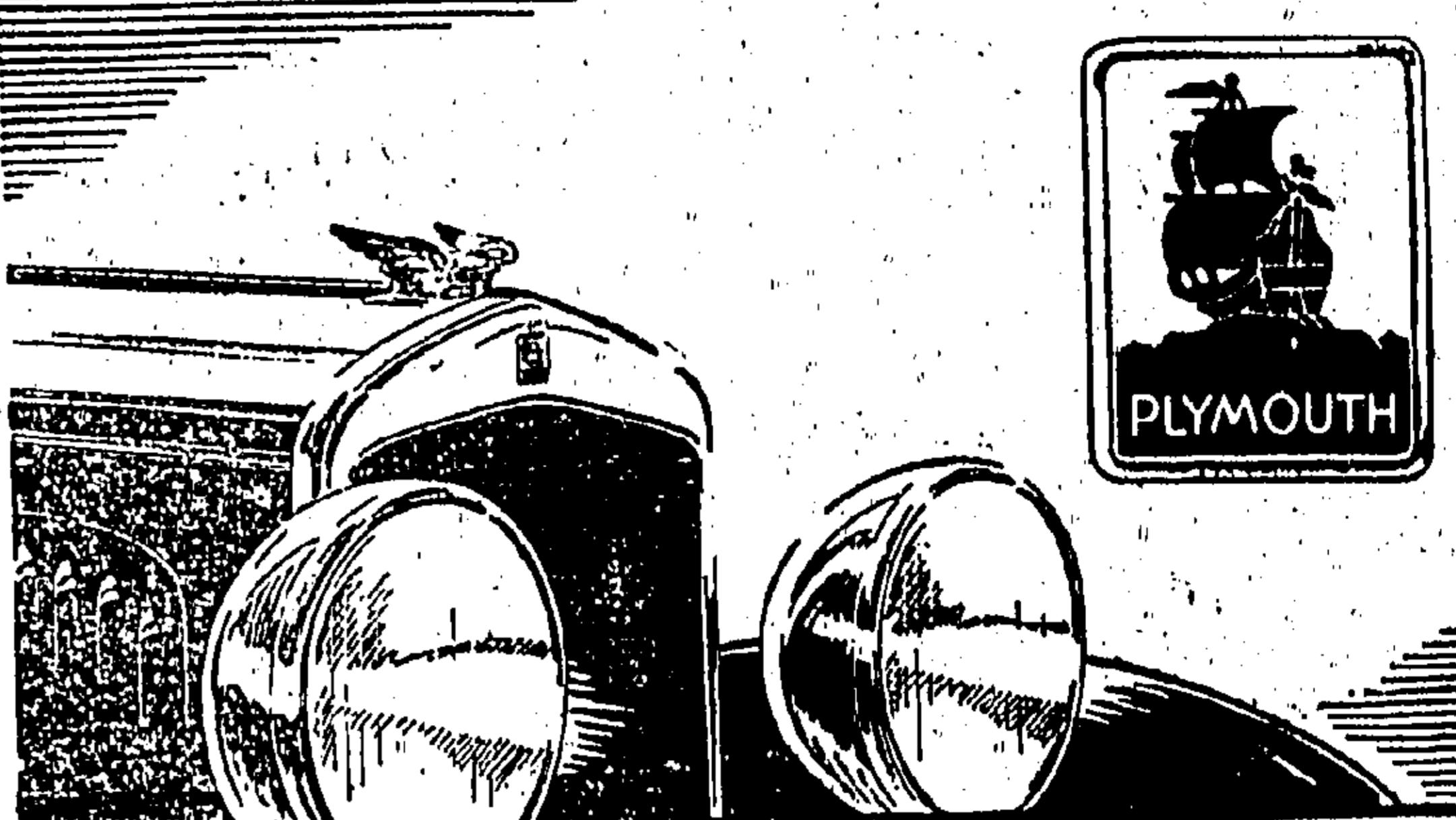
## CHEVROLET'S LEAD.

## Big Volume of Business.

It must be thought that the surface is a sandy one. It is quite a hard, clay ground, thoroughly moistened every winter and baked solid by the summer sun. The summer weather is utterly reliable—too utterly for words—and there need be no difficulties of wind in the early mornings, although there are usually gusts in the afternoon, and whirlwinds lifting black columns of dust some 200 feet up are quite the common thing.

As regards organization and protection there are now ample facilities. Supplies can be obtained in Damascus, and the Nairn company has there a most up-to-date workshop with lathes, machines, arc welding and other plant. If the camp is pitched nearer to Rutha, supplies of ice, water and food can be arranged from there, for where existed merely the wells there is now a British fort housing a modern hotel, wireless station and military protection. Finally, Imperial Airways, Ltd., and the R.A.F. are in constant patrol over the desert, so that altogether Captain Campbell will, probably be well pleased with his choice. Good luck to his effort.

## NEW CHRYSLER PLYMOUTH



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New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointments detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

It is so revolutionary an advance over other low-priced cars, it is such conclusive evidence of the past year's strides in the science of motor car manufacturing that you will surely want to see it and drive it.

A Plymouth ride is the best demonstration of the ease with which it leaps from 5 to 60 and more miles per hour—the quietness of its power and the smoothness of its flight. You yourself must

put your foot to the light-action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

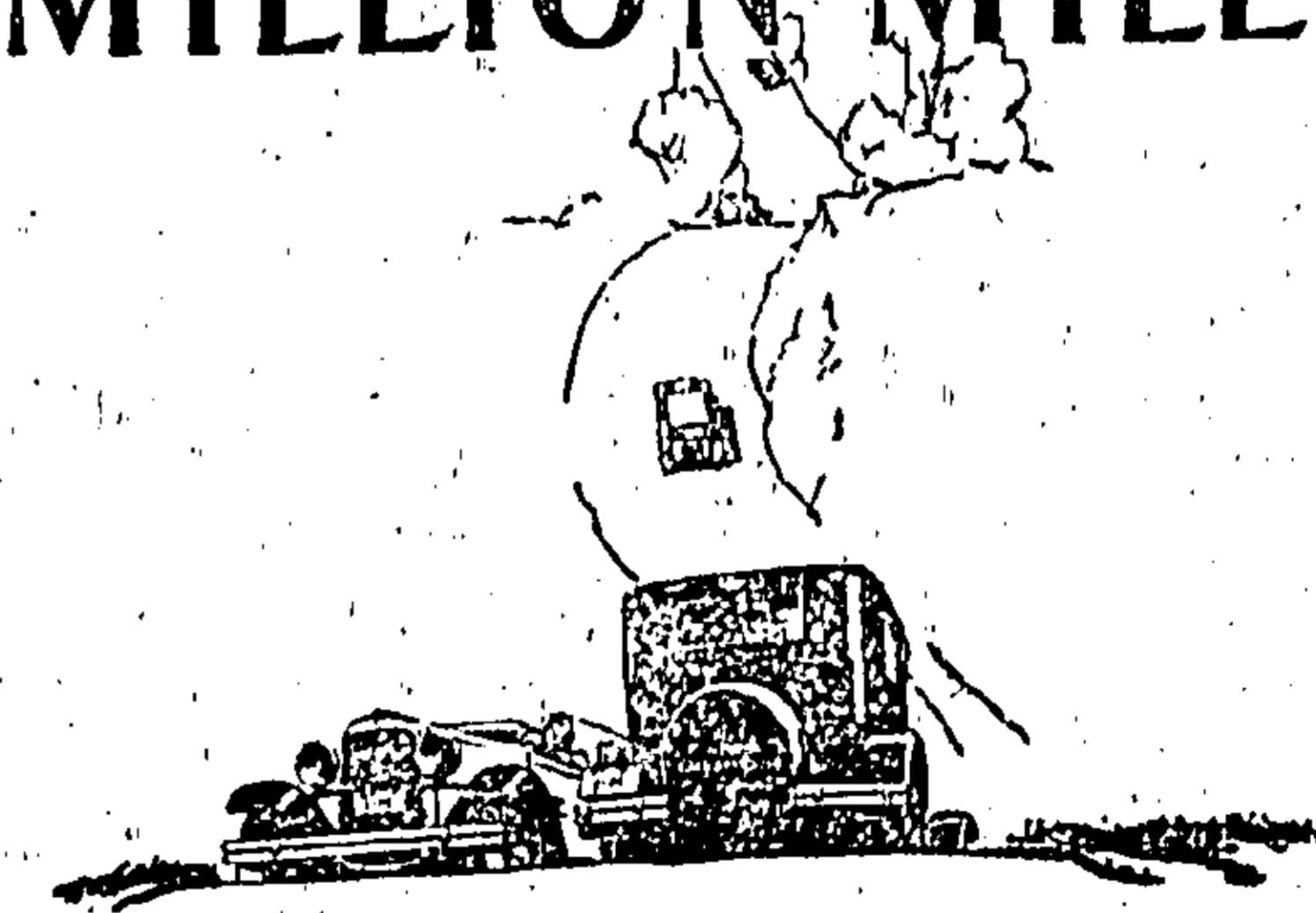
Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

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As a result, the new Oldsmobile brings to buyers those fine car qualities which

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PRODUCT OF GENERAL MOTORS

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## HONGKONG PENSION AMENDMENT.

## NEW RULES FOR MATRONS AND SISTERS.

## CALCULATION BASIS.

It is notified in the Gazette that the Pension Minute (General Order No. 155) has been amended by the deletion of paragraph 10 of Clause No. 1 and the substitution of the following therefor:

A European nursing sister or matron, who has not less than three years' Government service in the Colony, and who has been employed as a qualified nursing sister or matron in the public service or in a public hospital, in the Colony or elsewhere, to which she was appointed by the Colonial Government or through the Overseas Nursing Association, for a term or terms which, together with such Government service, make up a period of not less than 15 years in all, and who would not otherwise be entitled to a pension, gratuity or other retiring allowance under the provisions of this Minute, may be granted on her ultimate retirement from the Government service, or from such employment as aforesaid, as the case may be, a retiring allowance calculated at the rate of 8s. 4d. per annum for each month of her Government service in the Colony.

For the purposes of this paragraph such periods of three years and 15 years need not be continuous.

Provided that the above mentioned minimum period of 15 years shall be reduced to 10 years in the case of a European nursing sister or matron who is compelled by ill-health, not caused by her own misconduct, to relinquish her overseas nursing career.

Provided further that, except in the case of ultimate retirement on account of illness, no such retiring allowance shall be payable, until the nursing sister or matron reaches the age of 50; and provided further that the grant of such retiring allowance shall be dependent on the production to the satisfaction of the Secretary of State of certificates of satisfactory service in respect of each term of service and term of employment making up such minimum period of 15 years or 10 years, as the case may be, and that the total retiring allowance drawn by all nursing sister or matron from all sources in respect of Government service in the Colony and employment as aforesaid in the Colony and elsewhere shall not exceed the amount of pension which she would have drawn if her whole service and employment as aforesaid had been on the pensionable establishment of the Colony.

The provisions of this paragraph 10 will apply to all European nursing sisters and matrons in the service of the Government of the Colony on or at any time after 1st January, 1926.

## CITY PROPERTY DEAL.

## ICE HOUSE ST. BLOCK IS SOLD.

Another important deal, involving property situated in the heart of the city, has been put through by the sale of that block of old buildings comprising the central part of the Ice House Street which has changed hands at \$40 per square foot.

Measuring 5,749 square feet in area, the property is situated between No. 8a, Des Voeux Road, which is occupied by the Netherlands India Commercial Bank, and No. 11, Queen's Road Central, occupied by the Netherlands Trading Society. In it are at present housed the new shop of Messrs. Wm. Powell, the headquarters of the Hongkong Stockbrokers' Association, the modiste's shop of Madame Clerget, and Messrs. Kelly Sayce's book store.

Confirmation of the deal was obtained from Messrs. David Sisson and Co., who, it is understood, were acting for a member of the Sisson family in the disposal of the property to a Chinese broker, who is referred to in the transaction as "the investor." Dr. Fred Kew was the broker engaged in the transaction.

The future of the property in question has been for a number of years the subject of speculation, and its sale has been rumoured on more than one occasion. At \$40 per square foot, at which the property is now sold, the total sum involved falls under a fraction of three lakhs.

It is understood that the deal is to be completed within six months. It is not definitely known what the new owner intends to do with the block.

Five puppies belonging to the executors of Captain Lowenstein have been detained in quarantine, states the "London Gazette."

## CRIMINAL LIBEL CHARGES.

## MAGISTRATE MAY TRY SUMMARILY.

## AMENDED LOCAL LAW.

The Gazette contains the draft of an Ordinance to amend the Magistrates Ordinance, 1890.

Cause 2 of this Bill amends the present section 90 of Ordinance No. 3 of 1890, which was enacted by Ordinance No. 23 of 1927, Section 13, by restoring to a magistrate the power to review his decision on the power to review his decision on his own initiative, which power existed in the original Section 69 of Ordinance No. 3 of 1890, but seems to have been omitted by inadvertence when that Section was redrafted for insertion in Ordinance No. 23 of 1927.

It seems obviously desirable that a magistrate should retain such power of reviewing his own decision. This power of review is limited to a period of seven clear days from the date of his original decision.

Cause 3 (a) of this Bill amends paragraph 10 of the Third Schedule to the Magistrates Ordinance, 1890 by drawing attention to the fact that in the case of a criminal charge for libel, which the magistrate considers to be of a trivial character, there is power, with the assent of the party charged, for the magistrate to deal with such libel charge summarily.

The other amendment effected by Clause 3 of this Bill is to delete paragraph 11 from the Third Schedule of the Magistrates Ordinance for the reasons that defamatory libels are specifically included in paragraph 10 of that Schedule and that verbal defamation cannot be made the subject of a criminal charge.

## THE GRAND TATTOO.

## PORTUGUESE CO-OPERATION IN STRIKING TABLEAU.

In our Picture Page today we reproduce the photographs of two leading Portuguese young ladies who are taking part in the Portuguese display in the forthcoming Grand Tattoo. Both the young ladies are familiar figures in Hongkong.

Mme. Maria Barbosa will be remembered as the charming daughter of H.E. Senhor Arthur Tamagnini de Souza Barbosa, who accompanied her parents on the occasion of the official visit of the Governor of Macao to Hongkong just a year ago. Miss Barbara, by her graceful pose and commanding figure, will make a dignified "Britannia" in the tableau representing the world's oldest alliance, that between Great Britain and Portugal.

Mme. Maria Louisa de Albuquerque Castro is well-known in Hongkong as the daughter of the Consul-General for Portugal in this Colony and Mme. Albuquerque Castro. She is a typical daughter of fair Lusitania and, as such, no happier choice could be found when the part of "Portugal" was assigned to her.

The Portuguese Committee of the Grand Tattoo are to be congratulated on enlisting the support of the two young ladies who cannot fail to charm the spectators in the respective roles so fittingly assigned to them.

## BOWLS INTERPORT.

## HONGKONG LOSE BADLY TO SHANGHAI CLUB.

(Our Own Correspondent.)

Shanghai, Sept. 7. After their brilliant victory in the Interport game, Hongkong suffered a surprisingly heavy defeat to-day, when they met the Shanghai Lawn Bowls Club.

The visitors were handicapped by the strange green, and a gusty wind had serious effect on play. Nevertheless the defeat of Hongkong was unexpected. They went down by 35 to 8.

Richards skipped the Club team and was gratified to see his men go off with a useful lead. Liang, the Hongkong skipper, had a disappointing afternoon. When five ends had been played the Shanghai Club had scored seven points to Hongkong's one, and at the tenth end the lead had been increased by six (17-6).

The situation looked hopeless for Hongkong, and hopeless it was. After the fifteenth, the scores were 26-6 in the Shanghai Club's favour, and at the twentieth they had drawn further away (31-8). The last end gave them four.

Hongkong never looked like winning and had only six ends in their favour, nearly all singles. Scores: S.H.C. 26, Marshall 6, Frost 1, Munro 1, Richards 25, Liang 8.

## WAR OPERATIONS IN THE NORTH.

## U. S. BATTALION SENT TO CHINWANGTIAO.

## CHANG RETIRING.

Naval wireless messages received in Hongkong to-day state that Japanese troops, with the exception of a small maintenance party, are leaving Chinwangtiao. An American relief battalion has arrived there.

The Tongshan mining area is quiet, according to messages despatched yesterday, the withdrawal of the Fengtien infantry and artillery into Manchuria continuing.

The Shantung-Chihli troops

have evacuated Hanko and Lutai

and are concentrating about five miles west of Tongshan.

The transport Matsu Maru has sailed from Chinwangtiao for an unknown destination.

Chi Yu-pu and Ho Feng-lli visited Chang Chung-chang at Knitting on Wednesday. Li Tien-ku arrived at Chinwangtiao on Thursday morning accompanied by two Japanese and it is understood that the party will go on to Kailing to advise Chang Chung-chang in.

A train bearing about 500 Nationalist troops, under Feng Chuen-hua, arrived at Lutai on Thursday. The Shantung armoured train is still patrolling as far as Hsukuchuang.

Mukden Conference.

Shanghai, Sept. 7.

Under the leadership of General Chang Hsueh-liang, a military meeting was held at Mukden two days ago, those attending including Generals Yang Yu-ting and Chang Tso-hsiang. The decisions reached were:—(1) The Fengtien Government will take the responsibility of paying off the Shantung-Chihli troop remnants which have now been demobilised; (2) to urge General Chang Chung-chang to retire; (3) on account of the fact that General Pei Chung-hsi is stationing a large contingent of his Human troops near Shanhakwan Pass, he be requested to disarm all the troop remnants, who endeavour to get through; (4) if any of the defeated troops make an attempt to penetrate into Manchuria, the Government will take rigorous measures to disband them.

Chu Yu-pu at Mukden.

Shanghai, Sept. 7.

General Chu Yu-pu has arrived at Mukden and expressed his willingness to cease operations against the Nationalists.

General Chang Hsueh-liang has

replied asking him to retire and also to advise General Chang Chung-chang to do likewise, adding that the Government has de-

cided to withdraw all Fengtien

forces from within the Great Wall

back to Manchuria as an indica-

tion that they intend to take no

part in the present operations.

On the other hand, it appears that General Chang Chung-chang is not so conciliatory as his colleague, Chu Yu-pu, for another telegram states that General Chang wired to Chang Hsueh-liang for help, proposing that Manchuria should send an army of 30,000 men to join in the war against the Nationalists.

It is understood that Chang

Chung-chang recently sent a per-

sonal envoy to Tientsin to arrange

peace with General Pei, but be-

cause of the terms of the latter the

negotiations have failed.

## CANADA AND THE NO-WAR PACT.

## HOW DISPUTES WITH U.S.A. ARE ADJUSTED.

## VALUE OF CONCORD.

London, Sept. 7.

In the course of a discussion on the pact for the renunciation of war in the League of Nations Assembly, Mr. Mackenzie King, the Canadian representative, in endorsing the pact said it was impossible to exaggerate its importance.

The Shantung-Chihli troops have evacuated Hanko and Lutai and are concentrating about five miles west of Tongshan.

He described the machinery which had been set up for the adjustment of all disputes between the United States and Canada as "one of the greatest contributions to the prosperity of the two nations."

In this manner, fears of aggression had been eliminated for many years, and the prosperity of the countries was increased, and commerce and industry had been safeguarded. This was why Canada supported all peace efforts made by the League.

The experience of Canada in her dealings with the United States had shown the value of international investigation in all disputes.

He was warmly applauded as he left the platform.—British Wireless.

## The Very Idea!

One of the oldest and most English institutions, the barmaid, will disappear if a Parliament Bill now being drafted is passed.

The Bill will impose conditions such as will prevent the present number of 26,000 women and girls employed in selling retail liquor from increasing, and gradually restrict them to the daughters and wives of owners of saloons.

The Rev. C. F. Tonks, rural dean of Canterbury, who is one of the leaders in the anti-barmaid movement declares that "the health of many barmaids suffers through the stuffy and unhealthy atmosphere too often found in the saloon, but damage to physical health is not the most serious form of harm that barmaids are likely to suffer."

"They may give way, and not infrequently have given way, to insobriety, and many have to be discharged for drunkenness."

The barmaids are among the prettiest girls of England. Mr. Tonks explains this by saying: "Barmaids, as advertisements show, are selected mainly for their youthfulness, good looks, smartness and attractive appearance. The large majority are under twenty-five years of age."

A benevolent old gentleman spent his spare time giving addresses to inmates of lunatic asylums.

On one occasion, in pursuit of his hobby, he was giving a talk on a popular subject to the senior section of one of these institutions. Right in the middle of his address one of the inmates rose up and, addressing the Governor, who was in the chair, asked, "Are we obliged to listen to this drivel?"

The lecturer stopped instantly, and, addressing the chairman, said, "Shall I go on?"

"You may proceed," said the latter. "That poor fellow has only one lucid interval every twelve months, and so he is not likely to interrupt again."

The President of the Turkish National Assembly objects to Turkish women growing their hair long after discarding the veil.

He says that short hair is a Koran fashion; it is perfection.

He says that the same remarks apply to short skirts; civilized women cannot go about with skirts of ankle length.

[A Herefordshire woman, who was asked in Court if her husband ill-treated her, replied, "Well, he throws me out of the window, every now and again."]

Is my Bert a good husband?

Well, I make no doubt you'll know what I mean when I say,

"In a general way

"And as far as husbands go."

"He'll throw me out of the window."

"Whenever he's feeling vexed."

"Though one minute he's riled."

"And he gets fair wild."

"He's forgotten it all the next."

"Bert over and get it done with!"

"That always was Bert's own plan,

"Though I feel it's hard."

"When I bump in the yard."

"To lie with a real he-man."

"Yet better a red-hot temper."

"When all is said and done,

"That's for cutting it short,

"Than the worrying sort."

"That keeps on giving you one."

So I often find myself thinking

It must be all for the best.

When my man's in the mood.

Why it does him good

To get things off his chest.

And I often say to myself like,

As I'm flying out through the air,

It's hasty of Bert,

But I might have been hurt

If there wasn't a window there.

Solicitor's clerk, at Bow: I saw

this man's wife about the accident,

but she seemed disinclined to talk.

The husband: What? my wife?

An elderly man, who asked Mr. Snell, the Old-street magistrate, for a summons against his wife for assault, said: "I cannot live with her. My body is black and blue with bruises."—Mr. Snell: Then leave her, and when she summons you for maintenance you can tell me all about it.

Tenant at Willesden: At the time I was 10s. in rent with the debt.

"She went for me like a lion

Lane, Crawford's

For

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Brand

Footballs

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&c.

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## THE WORLD of SPORT.

### BRIGHT PROSPECTS FOR BOXING.

#### TWO STAR MEN ON H.M.S. CORNWALL.

If present indications are borne out by experience, Hongkong is likely to enjoy the most successful boxing season of recent years. A galaxy of talent has been brought to the China Station by the new County cruisers, the latest arrivals being Jock Creighton, one of the leading welterweights in the West of England, and Leading Stoker Mann, a heavyweight of much distinction.

Photographs of both men appear on our Picture Page to-day. Mann is one of the foremost exponents at his weight in the Imperial Services, and the only difficulty in Hongkong would appear to be to find him an opponent worthy of his steel.

Leading Stoker Mann is the present holder of the heavyweight championship of the Imperial Services, and of the Royal Navy and Royal Marines.

The latter title he won for the first time in 1924. In 1926 he took the heavyweight championship of the Mediterranean Fleet, in 1927 he won the championships of the Royal Navy and Royal Marines and of the West of England.

Early this year, he defeated all comers in the Imperial Services championships. With such a fine record, it will be a great pity if the Colony is unable to produce a man who will extend him.

In the course of his career he has fought 79 professional contests, having lost three, drawn one, and won 75. It is notable that his only drawn fight was against Johanne Stranne, of Sweden, last year, after a memorable fight over fifteen rounds.

Jock Creighton, another keen fighter brought out by H.M.S. Cornwall, is more happily situated. A welterweight, he will find no dearth of opponents at his weight, indeed, it is certain that Hongkong will be, remarkably strong in his class this year.

Creighton has fought and beaten every welter in Plymouth, while on more than one occasion he has figured in leading bouts at the Ring.

Creighton has beaten Patsy Flynn, a star Belfast welter, Arthur Brown, of Exeter, Johnny Morgan, Welsh champion, Boy Wills, for the championship of the West of England, Jim Howard, Middleweight champion of Plymouth, after a draw, John Begbie, etc. etc.

On the "Cornwall" he is regarded as one of the best men at his weight in the Royal Navy, and he will have an opportunity of justifying their confidence very shortly.

Among the first-class welters likely to perform in Hongkong during the coming season are Corp. Duncan, A. B. Ewin, and Signalman Morris, a very formidable trio.

#### PING-PONG LEAGUE.

#### SOUTH CHINA A.A. OBTAIN CHAMPIONSHIPS.

The match between the South China A.A. and the Wah Yan O.B.U., played last evening at the premises of the Chinese Catholic Society, decided the holder of the "Kom Tong" Challenge Cup this year. The scores were very close at one time but nearing the end South China forced a greater lead and finally secured the victory by 50 games to Wah Yan's 49.

South China A.A.

Points

Wong Tung-hol	18
Ko Yau-cheung	11
Wong Lan-yiu	10
Kwok Man-ching	10
Yuen Yu-cheung	8
Fok Hin-chiu	7
Total	59

Wah Yan O.B.U.

Ng Tai-ping	11
Chang Sum-chuen	11
Chan Ying-ting	10
Wong Mo-ping	7
Chang Ying-fook	7
Ng Tin-fon	4
Total	49

All the League-matches are now

over and the South China A.A. are to be congratulated on their success in winning both the Senior and Junior Championships.

### NEW HIGH CRICKET RECORD.

(Continued from Page 1.)

A great duel ensued, but the Gentlemen succeeded with one wicket in hand.

#### M.C.C. TEAM IN FORM.

#### In Strong Position at Scarborough.

Mr. C. I. Thornton got together a very strong side to meet the M.C.C. Australia team at Scarborough, but they were outplayed by England's representatives, who were robbed of victory by rain interruptions which did not permit the finish of the game.

The cricket was notable for the consistency of the England's team's batting rather than by any outstanding performance.

Mr. Thornton's XI were sent in for the last innings requiring 350 runs to win. 180 had been knocked up for the loss of three wickets when stumps were drawn. The scores were:

M.C.C. team: 416.  
Thornton's XI: 293.

M.C.C. team: 236 for 5 (dec'd).

Thornton's XI: 189 for 3.

The feature of the game was some brilliant bowling by Tate in the Thornton team's first innings. He took 5 wickets for 71 runs. No player succeeded in reaching three figures.

#### A WONDERFUL RECORD.

#### Freeman's Amazing Bowling Performances.

One of the most interesting games of the season, providing some capital cricket, was that between Kent and an M.C.C. team at Folkestone. The M.C.C. were strongly represented and they won by four wickets.

The batting performances of Woolley, J.L. Bryan and R.H. Bottington were, however, overtaken by the accomplishment of a wonderful performance by "Tich" Freeman, the Kent slow bowler.

By taking ten wickets in the course of the match, he brought his aggregate for the season to 291, which beats the remarkable record of Tom Richardson, set up 33 years ago.

Freeman's 291 is the highest ever taken in a single season in the annals of first-class cricket, the nearest approach to this figure since the war being 228 by Tate in 1926.

The scores were:

Kent: 270.  
M.C.C.: 376.

Kent: 394.

M.C.C.: 283 for 6 wickets.

It will be seen that the match produced an aggregate of well over 1200 runs. In Kent's first innings, Woolley gave a superb display hitting up 125 in his own inimitable style, scoring with perfect freedom in all directions.

R.H. Bottington stood out when the M.C.C. batted. He alone severely punished Freeman, who bowled splendidly to take 6 wickets made 114.

A dashing display by J.L. Bryan who hit up 140 enabled Kent to make a good recovery, but the M.C.C. set about their task in great style and made the necessary runs for the loss of six wickets. Freeman took four for 117.—Reuters.

#### JUNIOR BASEBALL.

#### CHINA ATHLETIC DEFEAT THE KIORA NINE.

In a close and exciting game at Happy Valley yesterday, the China Athletic baseball team defeated the Kiora nine by five points to one.

The game was scheduled for seven innings, but owing to failing light the umpire called the game during the first half of the seventh frame. At the end of five innings the score was five to one in favour of the Athletic, and according to the rules the game goes to them.

Despite failing light, the Kiora team did their best to make up the deficiency of four points between them and their opponents. In the sixth inning they obtained two points and two more were added in the seventh, with only one man down, when the umpire called the game.

On form, there was very little difference between the teams. Fielding errors were the rule rather than the exception.

The score by innings was as follows:

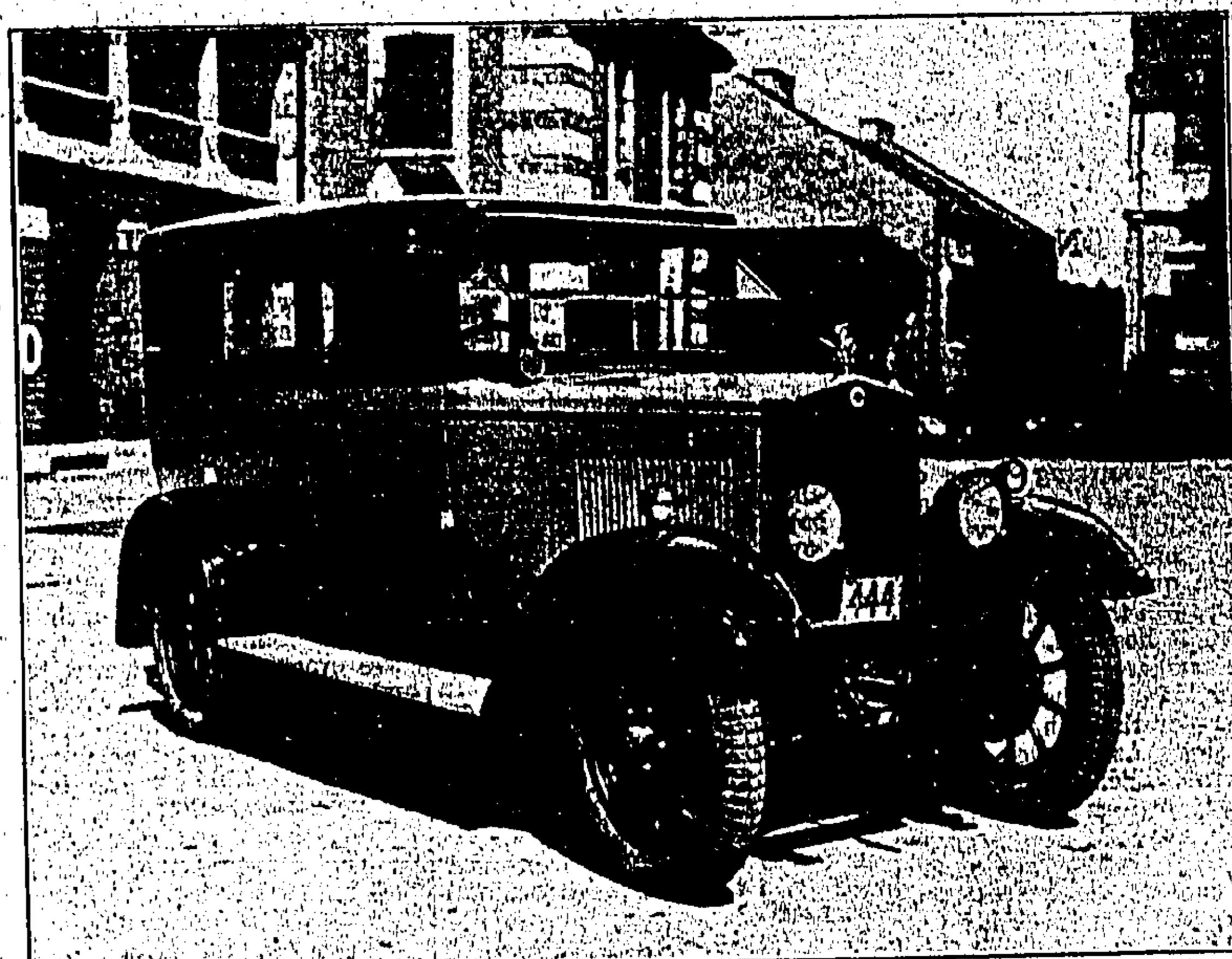
1 2 3 4 5 6 7 Total

Kiora ..... 0 0 0 1 0 2 2 5

China Athletic ..... 0 8 2 0 0 0 0 5

\*Unfinished inning.

## HONG KONG'S NEW TAXI-DE-LUXE.



Above is one of the new Morris saloon taxi-de-luxe, which has just arrived in Hongkong. A fleet of these fine vehicles will soon appear on the streets. (Photo: Mee Cheung).

## HONGKONG TRADE.

### EFFECT OF JAPANESE BOYCOTT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

#### Piece Goods.

Since our last report sales of White and Grey Shirts have been made but as regards Fancy cloths practically no business has been booked and the market generally is very quiet. Deliveries of new cargo are satisfactory. Manchester prices are a little easier where forward shipments are required.

Another report states:—Buying of Spring season cotton goods is now practically ended. Manchester prices do not tempt the dealers and the decline in exchange rates has checked the small amount of business that was in progress in White Shirts. Predictions are heard of a heavy decline in raw cotton prices, but

these prophecies may be intended to deter dealers from purchasing British goods whilst the anti-Japanese boycott prevails.

#### Woollens.

A few repeat orders for Wool Venetians, Union Cashmeres and Gaberdines have been booked, but it is too early for the regular buying for shipment July/August, 1929, to begin. The Woollen market has opened for the new season very quietly. At present the demand is limited to Kwangsi, other centres remaining very quiet.

#### Cotton Yarn.

Market continues quiet and we have nothing fresh to report. Prices are unchanged. Nominal quotations are as follows: No. 10s. \$170-188, No. 12s. \$180-193, No. 16s. \$195-200, No. 20s. \$200-205. Arrivals nil. Shipments nil. Sales nil. Unsold Stocks 1,400 bales. Bargains 8,300 bales.

## BANK RETURNS.

### FIGURES FOR MONTH OF AUGUST.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1928, as certified by the Managers of the respective Banks are:

	Average Amount	Specie in Reserve
Chartered Bank	15,185,472	5,600,000
H.K. & Shanghai Bank	45,014,161	84,000,000
Merchants Bank	1,880,842	60,000
Total	\$62,080,176	40,660,000

\* In addition Sterling Securities are deposited with the Crown Agents valued at \$1,270,000.

† In addition Securities deposited with the Crown Agents and Straits Government valued at \$2,000,000.

‡ In addition Securities deposited with the Crown Agents valued at \$1,600,000.

An interesting billiards match with the "W.V." team from the Catholic Union Club was played in the Chief and Petty Officers' Club last evening, resulting in a win for the "W.V." team by this narrow margin of 18 points.

JOHN I. THORNYCROFT & CO. LIMITED.

## THE LEADING EXPONENTS

## ECONOMICAL ROAD TRANSPORT

## HONGKONG OFFICE,

### UNION BUILDING,

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## THORNYCROFT

### PASSENGER OMNIBUSES

AND

### MOTOR FREIGHT VEHICLES

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DEAL DIRECT.

GET IT AT THE  
QUEEN'S DISPENSARY

Fresh stocks constantly arriving.  
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## WOMAN'S

## WORLD



The quaint decorations for cottage rooms suggested in the picture were all made from ordinary string dishcloths. Touches of colour were introduced by bright strands of raffia and thick red and orange wools. The child's frock was made of two dish-cloths of large size.

## THIS WEEK'S RECIPE.

## SPANISH FROZEN PUDDING.

One cup rice, 1 cup sugar, 2 cups canned peaches, 1 cup whipping cream, milk, few grains salt.

Wash rice, well and cook in 2 cups boiling water until water is absorbed. Then add about 2 cups of milk and cook over hot water until rice is tender, adding more milk if necessary. Let cool and add sugar. Stir until sugar is dissolved. Rub peaches through a sieve and add with cream whipped until firm to rice mixture. Add a few grains of salt and stir until thoroughly blended. Turn into a freezer and pack in four parts ice to one part salt. Let stand four hours. If a freezer with a dasher is used turn until mixture thickens. Remove dasher and pack until ready to serve.

## ABOUT "HORN-RIMS."

[By an Optician.]

How often wearers of horn-rims are heard to complain that the rims of their glasses warp, become discoloured, and appear shabby after only a few months' wear! Yet this need not be.

To preserve the shape of horn-rim frames, don't leave them in the full glare of the sun when out of use. Even the best of tortoiseshell softens and warps quickly under strong sunlight, and although it may be straightened, it is seldom, if ever, as good again.

Then, frequently tortoiseshell loses its colour on account of unnecessary handling. When this happens, a brilliant and lasting polish can be obtained by using a little honey. Apply the honey to the tortoiseshell by means of a soft piece of rag over the finger. Then wipe dry, and finally polish with a piece of old silk.

To preserve the brilliance of new tortoiseshell rub it occasionally with the palm of the hand, and you will be surprised at how long it will keep in new condition.

Tortoiseshell that is made unsightly by scratches may be restored at home with very little trouble. First, rub rouge powder on the affected parts by means of a soft wet rag. Rub evenly, but not too hard, and the marks will gradually disappear. Then polish with a few drops of sweet oil and a leather.

Owing to accident, tortoiseshell rims are frequently broken. A quick, neat, and satisfactory emergency repair may be made by taking a little Canada balsam and heating it gently with a match. When soft, apply a drop to the surface to be joined, clamp the parts together with strong, fine twine, and set aside in a cool place to harden. When the string is cut away, the excess balsam may be easily removed from the tortoiseshell with a sharp knife.

Lastly, in choosing horn-rimmed glasses, take care to see that not only do they fit, but that they are thoroughly comfortable. Special instruments now make it possible to build these rims to be correct down to the minutest detail, so that they will not cause the least discomfort.

## Read Dolls.

Quite a novelty in the little figures we hang in the windows of our saloon cars are quaint dolls made of heads of various sorts and shapes. A good-sized cork may form the body of the doll, and then the head, a big wooden bead; and the arms and legs, alternate oval and round heads, are added, threaded on wire, which is drawn through the cork and secured. Features are painted on the face, and skirt or trousers and head-gear added, and there is your doll.

## GROW SLIM.

## BY SIMPLE METHODS.

A starvation diet, as has been proved time after time, is not a sure, and certainly not a safe, method of reducing weight. And the reason must be obvious to anyone who gives the matter careful thought.

While the starvation diet is rigidly followed, weight is lost, but the moment it is abandoned, and sooner or later it must be, the pounds lost, whether few or many, are quickly regained and generally a few more are added.

In Japan, where it is almost a crime for a woman to be fat, or even what in Europe would be called merely plump, no one ever troubles to diet. The Japanese women take their meals when and of what they please, and yet keep slim, youthful-looking figures merely by following three simple rules.

## Do Not Drink at Meals.

First they adhere strictly to the dry meal habit. Drinking at meals is the surest way of putting on flesh. It is also very bad for the digestion, and although many people think that those who suffer with a poor digestion are always very thin, such is by no means the case. A bad digestion often makes the sufferer put on weight more rapidly than any other cause. If you would be slim and also fit physically do not drink at meal-time. To take your meals dry helps the process of digestion, and also prevents the accumulation of fatty tissue.

## Drink Between Meals.

Drink at least a quart of cold water every day; if you can, take more, and take it between meals, half a pint at a time, and even after five or six weeks you will notice a difference. You will be slimmer, your eyes will be brighter, and your complexion clearer, and you will feel well physically and mentally.

The strained juice of a lemon, taken in a small glass of water, half an hour before the two chief meals of the day, is a great aid in reducing flesh, especially when it has accumulated below the belt.

## The Value of Hot Baths.

Hot baths are a great aid in reducing weight if taken systematically, and are far less injurious to one's general health than a starvation diet. It is best to take these baths at night, and if reducing salts are added the results will be more rapid. More hot water should be added as the bath cools, and the "patient" should remain in it for twenty minutes. Take a glass of hot lemon and water after the bath and—then to bed.



## SEA-WATER STAINS.

## BOILING MILK AND SODA WILL REMOVE THEM.

However good for human beings, sea-water plays havoc with shoes and clothes, for which reason old footwear or a pair of the charming but cheap rubber-soled shoes so popular this summer are really good enough for the beach.

Brown shoes suffer most from sea-water, and unless the stains are quickly dealt with they become permanent. Common soda and boiling milk will remove recent stains. Dissolve a small knob of soda in an eggcup of boiling milk, and while the mixture is still hot apply it to the stains with a piece of clean, soft rag. Rub well till the sea-water stains disappear. A final rubbing with good white shoe cream will restore the polish.

Rain-water is the cure for sea-water stains on material; tap-water will serve, but it is not so good. The stained part should be spread over a basin and rain-water poured through the stain again and again. This removes the salt. Afterwards press well with a warm iron.

If the fabric is too delicate for the treatment described, the garment should be hung upon a line and the stain gently beaten with a small switch. This knocks out the salt, after which it should be steamed and pressed.

## "A SENSE OF HUMOUR."

## MORE THAN MERE ABILITY TO SEE A JOKE.

Not many people are able to explain what they mean by "a sense of humour." All they know is that a certain combination of incongruous events—real or imaginary—will dissolve them in sudden laughter. The appearance of cat on the stage during Hamlet's soliloquy would strike most people as ridiculous, and appeal at once to what they would describe as their "sense of humour."

Yet the problem of what humour consists in is not quite so easy of solution. There is a world of difference, for instance, between the child that laughs at a clown who intentionally slips on a banana skin, and the "highbrow" whose mouth twists in a wry smile at some witty sally on the part of his intellectual companion.

A sense of humour connotes something more than mere ability to see a joke. Many a man may relish a good story about a third party, but this is only humour in its crudest form. The true humorist must be able to join in a laugh against himself, to view events as others see them, and to appreciate humour in the absolute, without regard to personalities, as part of the comedy of life itself. In a word, the superlative humorist must have vision.

Woman, it has been said, has no sense of humour. Being fonder of persons than of principles, she is supposed to be constitutionally incapable of separating out the ingredients of a humorous situation. Yet everyone has a sense of humour, and woman's humour is usually more subtle and restrained than man's. What strikes him as ingenious and funny may appear to her as something extremely clumsy and boorish. Where woman nippes to dawdle and wine, man is content with cakes and ale.

It is generally agreed that woman has a more vivid imagination than man, and one would therefore expect her sense of humour to be keener in proportion. It would be if personalities were not allowed to obtrude on her vision. An attempt at humour in the presence of a stranger is likely to be coldly received by a woman, who will curl her laughter at even a good joke out of consideration for the unknown quantity.

Humour, of course, has its limitations. Time, condition, or place may make or mar it. There is usually a psychological moment at which a joke is most telling; if told at any other time it may lose half its point or fall flat altogether. Again, the success of a humorous effort largely depends upon the state of mind of those who hear it. One who is preoccupied with himself is likely to be unable to appreciate another's folly. Education, too, makes a difference, and there are humorous regions which only the nimblest minds can penetrate.

In humour, place is all important. Nationalities, for example, are not alike in their sense of humour. The vivacious Frenchwoman is more capable of humour—and of a different kind—than the phlegmatic German frau, while in simple native wit the Irish woman far outshines her sophisticated English sister.

## FASHION'S LATEST.

## TORTOISES SET WITH GEMS.

Gem-set living tortoises are the latest mæcœufs to be carried by the ultra-smart women who cultivate individuality in the choice of their pets.

The transition from the formidable Alsatian, with trappings to match the walking suit of "his" owner, to the small tortoise which can be balanced on the hand, is startling, and has aroused much interest at Le Touquet, where women are now buying and carrying the sparkling new pets of summer holiday fashion.

The gems inserted in the shell of the tortoise are tiny—no larger than pin-heads—but they are in multi-colours, and are set in circular design, the living ornament thus making a highly decorative addition to the holiday outfit.

The adoption of these new jewelled pets by women of fashion would seem to be an ingenious feminine way of satisfying the desire for jewels without running counter to the edicts of the dress



There's a better selection  
At  
LANE, CRAWFORD'S  
LADIES' SALON



The frock pictured on the right has a double-tiered lace skirt with a silk crepe bodice richly embroidered, while the frock on the left is of white crepe with flowered stripes in bright red and green and a touch of black.

## LONG HAIR.

## WILL IT EVER COME BACK?

Chignons, beloved by women in the days of bustles and long skirts, are stated by hairdressing experts to be coming back.

But these same experts are divided as to the reason for this revival of an old fashion. Some say quite confidently that women have decided in favour of long hair, and the chignon is necessary during the unbecoming transitional stage. Others declare just as emphatically that women will never go back to long hair, and will only use chignons for special occasions when they want to appear as if they had long hair.

At least 5 per cent. of our women customers are letting their hair grow," the manageress of one firm told a reporter of a Home paper, recently. "Women are tired of short hair, and they want to look more womanly than they can with a chignon. As a result we are selling a great many chignons. They are being worn while the hair is still growing, and sited on the back of the head they give the appearance of a full head of hair."

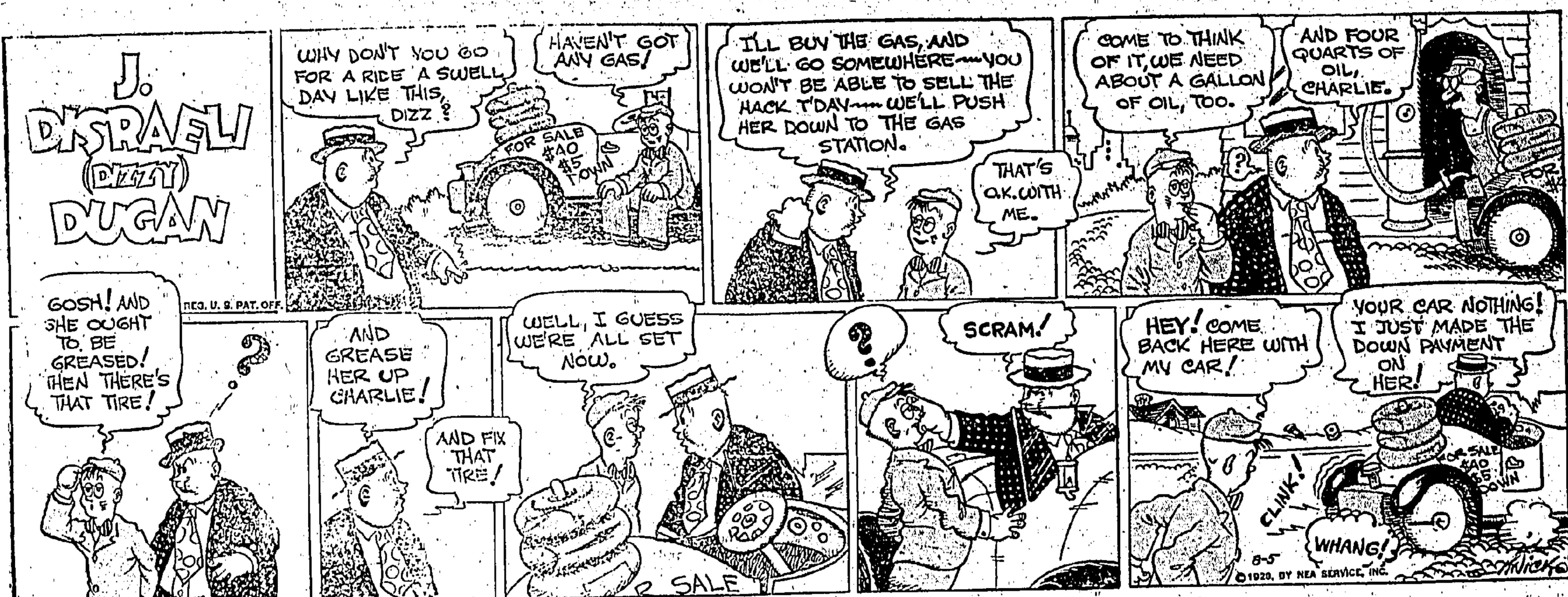
A very different view was given by another expert. "Women will never go back to long hair," she said. "We get a lot of women who think they will. They let their hair grow a bit, and then when they see what they look like have it cut off again. A woman looks hair, chignon or no chignon. The real reason we are selling so many chignons is that women like to be able to look as if they had long hair on certain occasions. Often they wear their hair ordinarily during the day, and when they dress at night put on a chignon or a bunch of curls behind. Some of the evening clothes fashionable at present are better set off by long hair." I think more women might go back to long hair if it were not such an awful ordeal. Once they have had their hair cut they are practically slaves to the fashion."



A very large handkerchief was used for the fichu collar of this frock, the hem-stitched ends falling in a point at the centre of the back. There is a long narrow handkerchief at the waist to give a sash effect, and another is used to drape the top of the hat.

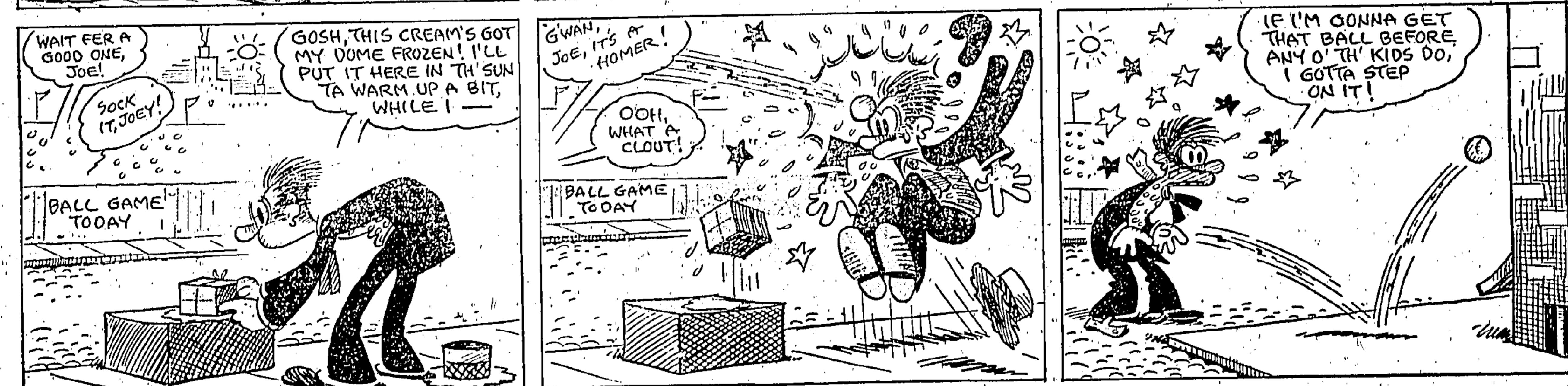
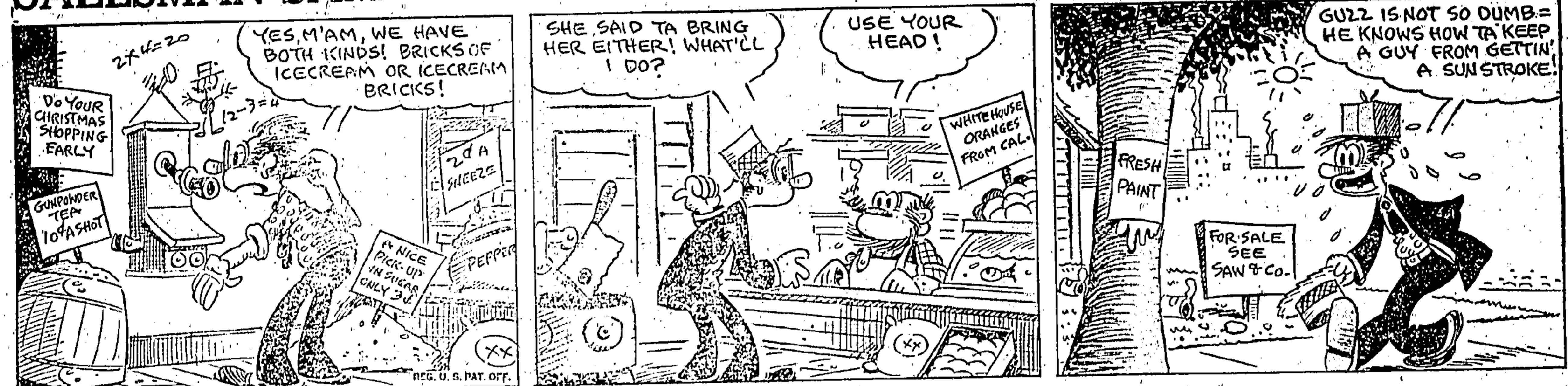


Checked materials always make up very smartly, and the band of check at the hem of the skirt— to match the coat—is an original touch. Wide pleats give fullness; The coat is very plain and neat and is easily slipped on over a tailored shirt blouse with collar and tie.



# SALESMAN SAM

By Small



# WATERWAYS FOR DOLLAR VALUES

# THE "CANARY" MURDER CASE

By S. S. VAN DINE, AUTHOR OF THE BENSON MURDER CASE.

## CHARACTERS

PHIL VANCE  
JOHN F. X. MARKHAM, District Attorney of New York County  
MARGARET ODELL (THE "CANARY")  
CHARLES CLEAVER, a man-about-town  
KENNETH SPOTSWOOD, a manufacturer  
LOUIS MANNIX, an import  
DR. AMBROISE LINDQUIST, a fashionable neurologist  
TONY SKEL, a professional burglar  
WILLIAM ELMER JESSUP, telephone operator  
HARRY SPIVEY, telephone operator  
ERNEST HEATH, Sergeant of the Home Bureau

## THE STORY THUS FAR

Vance believes Skel innocent of the murder of Margaret OdeLL and that he lay hidden in a closet while the stranger did his work, Markham ridicules the theory but Mannix is unshaken. He shatters Cleaver's alibi of being out of the night of the murder and urges Markham to check up thoroughly on Mannix's whereabouts. Dr. Lindquist says he spent the night with a patient, and Vance threatens to bring in the night nurse and question her.

## CHAPTER XXXIV

"Let me get this right," put in Heath. "Am I, or am I not, to round up the Finchle woman to-morrow morning?"

"There'll be no need," said Vance. "We are doomed, I fear, not to gaze upon this Florence Nightingale. A meeting between us is about the last thing the doctor would desire."

"That may be true," admitted Markham. "But don't forget that he may have been up to something Monday night wholly unconnected with the murder, that he simply doesn't want known."

"Quite—quite. And yet, nearly every one who knew the Canary seems to have selected Monday night for the indulgence of sub rosa peccadilloes. It's a bit thick what? Skel tries to make us believe he was immersed in Khan Khan. Cleaver was—if you take his word for it—touring the countryside in Jersey's lake district. Lindquist wants us to picture him as comforting the afflicted. And Mannix, I happen to know, has gone to some trouble to build up an alibi in case we get nosy. All of 'em in fact were doing something, they don't want us to know about."

"Now what was it? And why did they, of one accord, select the night of the murder for mysterious affairs which they don't dare mention, even to clear themselves of suspicion? Was there an invasion of demons in the city that night? Was there a curse on the world, driving men to dark, bawdy deeds? Was there Black Magic abroad? I think not."

"I'm laying my money on Skel," declared Heath stubbornly. "I know a professional job when I see it. And you can't get away from those finger-prints and the professor's report on the chisel."

Markham was sorely perplexed. His belief in Skel's guilt had, I knew, been undermined in some measure by Vance's theory that the crime was the carefully premeditated act of a shrewd and educated man. But now he seemed to swing irresolutely back to Heath's point of view.

"I'll admit," he said, "that Lindquist and Cleaver and Mannix don't inspire one with a belief in their innocence. But since they're all tarred with the same stick the force of suspicion against them is somewhat dispersed. After all Skel is the only logical aspirant for the role of strangler. He's the only one with a visible motive; and he's the only one against whom there's any evidence."

Vance sighed wearily. "Yes, yes. Finger-prints—chisel marks. You're such a trustin' soul. Skel's finger-prints are found in the apartment; therefore Skel strangled the lady. So beastly simple. Why bother further? Send Skel to the chair, and that's that! . . . It's effective, y' know but is it art?"

In your critical enthusiasm you underestimate our case against Skel," Markham reminded him testily. "That'll do!" Vance's voice cut in tartly. "No need to drag any one else into this thing."

He spoke with a curious significance of emphasis, and Mannix studied him craftily, trying to read what knowledge, if any, lay behind his words. But he received no enlightenment from Vance's features. The warning, however, had been enough to halt him.

"You don't want to know where I was at half past ten?" "Not particularly," said Vance. "We want to know where you now, Markham, it isn't true."

The practical Heath was unmoved. He sat stolidly, scowling at the table. I doubt if he had even heard the exchange of opinions between Markham and Vance.

"You know, Mr. Markham," he said, like one unconsciously voicing an obscure line of thought, "if we could show how Skel got in and out of Odell's apartment we'd have a better case against him. I can't figure it out—it's got me tapped. So, I've been thinking we ought to get an architect to go over those rooms. The house is an old one—God knows when it was originally built—and there may be some way of getting into it that we haven't discovered yet."

"Pon my soul!" Vance stared at him in satirical wonderment. "You're becoming downright romantic! Secret passageways—hidden doors—stairways between the walls. So that's it, is it? Oh, my word! Sergeant, beware of the cinema. It has ruined many a good man. Try grand opera for a while—it's more borin' but less cor—"

"That's all right, Mr. Vance." Apparently Heath himself did not relish the architectural idea particularly. "But as long as we don't know how Skel got in, it's just as well to make sure of a few ways he didn't get in."

"I agree with you, Sergeant," said Markham. "I'll get an architect on the job at once." He rang for Swacker, and gave the necessary instructions.

Vance extended his legs and yawned. "All we need now is a Favourite of the Harem, few blackamoors and palm-leaf fans, and some pizzicato music."

"You will joke, Mr. Vance." Heath lit a fresh cigar. "But even if the architect don't find anything wrong with the apartment, Skel's liable to give his hand away most any time."

Many of these lines of research are now being followed by the Aeronautical Research Committee. The heavy oil engine, suitably developed for use in aircraft, is regarded as particularly desirable for commercial aviation, and research and development are in progress on compression-ignition engines at the Royal Aircraft Establishment, at the works of Messrs. Ricardo and Co., Ltd., and elsewhere. At present the heavy oil engine weighs not less than 7lb. per horse-power

(Friday, September 14; 3:30 p.m.)

In less than half an hour Mannix arrived. Heath relinquished his seat to the newcomer, and moved to a large chair beneath the windows. Vance had taken a place at the small table on Markham's right where he was able to face Mannix obliquely.

It was patent that Mannix did not relish the idea of another interview. His little eyes shifted quickly about the office, lingered suspiciously for a moment on Heath, and at last came to rest on the district attorney. He was more vigilant even than during his first visit; and his greeting to Markham, while fulsome, had in it a note of trepidation.

Nor was Markham's air calculated to put him at ease. It was an ominous, indomitable, public prosecutor who motioned him to be seated. Mannix laid his hat and cane on the table, and sat down on the edge of his chair, his back as perpendicular as a flag-pole.

"I'm not at all satisfied with what you told me Wednesday, Mr. Mannix," Markham began, "and I trust you won't necessitate me to take drastic steps to find out what you know about Miss Odell's death."

"What I know!" Mannix forced a smile intended to be disarming. "Mr. Markham—Mr. Markham!" He seemed older than usual as he spread his hands in hopeless appeal. "If I knew anything, believe me, I would tell you—positively I would tell you."

"I'm delighted to hear it. Your willingness makes my task easier. First, then, please tell me where you were at midnight Monday."

Mannix's eyes slowly contracted until they looked like two tiny shining disks, but otherwise the man did not move. After what seemed an interminable pause, he spoke.

"I should tell you where I was Monday? Why should I have to do that? . . . Maybe I'm suspected of the murder—ya?"

"You're not suspected now. But your apparent unwillingness to answer my question is certainly suspicious. Why don't you care to have me know where you were?"

"I got no reason to keep it from you, y' understand," Mannix shrugged. "I got nothing to be ashamed of—absolutely! . . . I had a lot of accounts to go over at the office—winter-season stocks. I was down at the office until ten o'clock—maybe later. Then at half past ten!"

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## FIVE ADRIFT IN SMALL BOAT.

## FOUR PICKED UP BY SHIP: ONE DROWNED.

While on a trial run off the Tyne recently the steamer Caspia reported by wireless that she had picked up two men and two women adrift in a rowing boat off Whitley Bay, and that one man had been drowned.

Those rescued were John Dacré and Earl Dacré of Balsdale-road, Shipley, Yorks, who were lodging at Tynemouth, and Edith King and Muriel King, of Great Horton, Bradford, staying at Percy-road, Whitley Bay.

The missing man is Jack Burroughs, of Bingle, Yorkshire, who had been living at Algernon-terrace, Tynemouth. All were on holiday.

The party put out in the morning from Whitley Bay, and, caught by the strong westerly wind, their boat was rapidly driven out to sea.

Despite their efforts to return, the boat drifted out four miles. Water came into the boat, and they had nothing with which to bale it out.

The party then sighted the Caspia, and when their signals were observed the Caspia at once turned and drew alongside.

The wash from the steamer half-filled the boat, which sank and threw its occupants into the sea.

The two Dacres and the girls were hauled on board the steamer, but nothing more was seen of Burroughs, and up to a late hour his body had not been recovered.

World Theatre.

"Titanic" will be shown to-day for the last time at the Queen's Theatre, Directed by Allan Dwan, famous for his work with "Robin Hood," the story deals with the life of a young man and his climb from the slums of New York's "Ghetto" to the luxuries of Park Avenue mansion, and his return to the slums. Chief among many spectacular scenes in the picture is the sinking of the "Titanic."

George O'Brien and Virginia Valli lead a strong cast of players which also includes J. Farrell MacDonald and June Collyer.

World Theatre.

Another picture which will be screened for the last time to-day at the Star Theatre, is "Irish Hearts," an amusing story of the struggle of a young couple to find fame and fortune in a new country. May McAvoy, Jason Roberts and Kathleen Key are the featured players.

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### PEER'S £2,500,000 ESTATE.

LD. HAMBLEDEN'S £8,000 A YEAR FOR WIFE.

Unsettled estate valued at £2,500,000 has been left by the late Viscount Hambleden, of Grosvenor-place, S.W., Grosvenor, Henley-on-Thames, and The Manoy House, North Bovey, Devon.

Viscount Hambleden, who was head of Messrs. W. H. Smith and Sons, a partner in Coutts and Co., bankers, and chairman of King's College Hospital, died on June 16, aged 60. He left:

£2,000, the use of his house in Grosvenor-place, or on her ceasing to reside there, an additional £5,000, and £3,000 a year to his wife.

£500 in trust for each of his younger sons.

£30,000 in trust for each of his daughters.

£1,000 each to his sisters, Emily Anna Dyke-Acland, Helen Seymour, Beatrice Dyke-Acland, and Lady Harroby.

£1,000 to his half-sister, Mary Auber Godington.

£1,000 each to the children of his sisters.

An annualty of £250 to his cousin, Adelinda Scott, and £1,000 each to the executors.

He also bequeathed:

£5,000 to Eton College.

£5,000 to King's College Hospital.

£1,000 to William F. H. Beover.

£1,000 to his secretary, Arthur E. J. Legge.

£500 to Herbert Sharpe, clerk,

and a number of other legacies to persons in his employ.

The whole of his share and interest in W. H. Smith and Sons is to be offered to his sons at a valuation.

Portraits of the late Hon. Arthur James Balfour, by Alma Tadema, of Lord Knutsford and Lord St. Aldwyn, by Cope, R.A., and an oil painting of two dogs by Leeser, are to be devolved as heirlooms with the settled estate.

The residue of the property he settled on his eldest son.

### TRIUMPH OF THE CIGARETTE.

#### PIPE BAD SECOND: CIGAR NOWHERE.

The triumph of the facile cigarette over the pipe and the cigar is one of the striking facts revealed in the Tobacco Report of the Imperial Economic Committee, just published.

In 1907 cigarettes accounted for 23.8 per cent. of the total tobacco consumed in this country, as against 71.1 per cent. pipe tobacco and 5.1 per cent. cigars.

In 1924 cigarettes had risen to 58.5 per cent., and pipe and cigars fallen respectively to 40 and 1.6 per cent.

"It is probable that pipe tobacco does not now form more than 35 per cent. of the total tobacco consumption of the United Kingdom," adds the Committee.

The advance of the cigarette in popular favour is not confined to Britain. Throughout Europe consumption now inclines towards cigarettes and the milder varieties of pipe tobaccos.

The consumption per head, however, appears to be highest in the

### BANK LINE LTD.

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"CITY OF KHARTOUM" ... Havre, London, R'dam, H'burg & Glasgow 24th Sept.

"CITY OF DELHI" ... Havre, London, Rotterdam & H'burg ... 25th Oct.

"CITY OF GLASGOW" ... do ... 17th Nov.

"CITY OF MOBILE" ... London, Rotterdam & Hamburg ... 9th Dec.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & MANCHURIAN LINE

"CITY OF WELLINGTON" ... via Suez Canal ... 5th October.

"CITY OF KHIOS" ... via Suez Canal ... 26th October.

"CITY OF PERTH" ... do ... 30th November.

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"BIRCHBANK" ... via Suez Canal ... 15th October.

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For freight or passage on any of the above lines apply:

Telephone Central 4701.

THE BANK LINE, LTD.

### 'PHONE POSERS FOR A LIBRARY.

#### 2,000 QUESTIONS PUT AT CROYDON.

Nearly 2,000 telephone inquiries for information were made to the Croydon public libraries during the first year. Among the subjects were:

Anonymous letters in history. How to make a sheepskin rug from the skin. Geographical position of Hermon.

Present magnetic variation. How to make paper transparent. Addresses of translators of Dutch.

In the report issued by the Croydon public libraries it is shown that after fiction (in which class 500,415 classic and modern volumes were issued), history was the most popular subject, with a record of 86,845 borrowed books. In order of popularity there follow: travel, biography, music and English poetry, with the surprising number of 10,982 volumes issued, and psychology and psychoanalysis.

These figures refer to single subjects. Under the heading of religion there were issued 14,081 books on the Bible, doctrine, Church institutions, non-Christian religions, &c.

The story hours, in which children are told tales from books that might otherwise escape their notice, have proved most successful. A long list of voluntary story-tellers told all kinds of jolly tales to 3,884 children.

A new organisation to which the committee have given hospitality is the Crodon Players' Circle, which meets to read and discuss plays with the object of improving the standard of dramatic taste. Actual counting showed that 1,328,530 volumes and other items were issued, an advance of 147,810 on the record of the previous year.

### UNPRECIOUS STONES.

#### HOME-MADE GEMS MAY BE BETTER THAN GENUINE.

Paris, Aug. 10.

Rubies and other precious stones, except diamonds, may soon be within the reach of the most modest purse owing to the rapid strides that are being made in the production of synthetic gems, says the New York Herald (Paris edition).

Synthetic precious stones, in all shades to match the costume, would seem to have little limit as to size.

Chemical science can make such faithful reproductions that none save the most expert and practised eye can tell the difference.

Strangely enough, it seems that the genuine gem can often be detected only by its imperfections, such as are not found in the flawless chemical products. It costs only 1s. a carat to produce and cut synthetic rubies; while the natural gem may be worth as much as £700 a carat, and in the case of rare excellence a stone of a single carat may fetch a price as high as £15,000.

The largest source of synthetic gems is France, where one factory in the Paris area, turns out more than 15,000,000 carats of rubies and other stones a year—or more than the amount of all the diamonds in the United States.

It is possible to make a diamond in the laboratory, but only at the tremendous cost of £40,000 a carat; while the natural gem may cost only from £20 to 200 a carat.

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REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

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### LIVERPOOL SERVICE

"BELLEROPHON" 20th Sept. Genoa, Havre, Liverpool & Glasgow  
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### PACIFIC SERVICE

via Kobe & Yokohama  
"TYNDARUS" 15th Sept. Victoria, Vancouver & Seattle  
"PROTEUS" 6th Oct. Victoria, Vancouver & Seattle

### NEW YORK SERVICE

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"AGAENOR" 17th Oct. Boston, New York & Baltimore

### INWARD SERVICE

"MENELAUS" 12th Sept. for Whai, Moji, Kobe & Yo'hamo

"TELAMON" 18th Sept. for Shanghai & Hankow

### PASSENGER SERVICE

"SARPEDON" 3rd Oct. Singapore, Marseilles & London  
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Boats at Daylight.

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President Grant ... ... ... Tuesday, Sept. 25th

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TO TSINGTAU via SWATOW & SHANGHAI	Kwongsang Hopsang Kwalsang Hangsang	Sun. 9th Sept at noon. Wed. 12th Sept at noon. Sun. 16th Sept at noon. Wed. 19th Sept at noon.
TO KORE via AMOY, KEELUNG, SHAI & MOJI	Fooksang	Satur. 15th Sept at 7 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KORE	Hosang	Fri. 21st Sept at 7 a.m.
TO CANTON	Chiphing	Sun. 9th Sept at 2 a.m.
TO STRAITS & CALCUTTA	Sulsang	Sun. 9th Sept at 3 p.m.
TO TIENTSIN	Chiphing	Tues. 11th Sept at 5 p.m.
TO SANDAKAN	Mausang	Wed. 19th Sept at 3 p.m.

### SUMMER TRIPS TO JAPAN.

Excellent 1st class accommodation on through steamers from Calcutta to Japan at the specially reduced return fares of \$175.- to Kobe and \$200.- to Yokohama. Those return tickets are available for 3 months. Further reductions made for parties of not less than 3 adults.

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TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENAPP" ... 13th Sept.  
Motor Vessel "GLENARTA" ... 27th Sept.  
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CHANGTE	10th October	16th October
TAIPEI	6th November	13th November
CHANGTE	7th December	14th December

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8.00 a.m. "SUI AN" from Wing Lok Wharf | 8.00 a.m. "WING ON"

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### EXCURSION TO MACAO.

ON SUNDAY, 9th SEPTEMBER.

R. S. "SUI AN"

will depart from the Company's Wing Lok Wharf at 9.00 a.m. and from Macao at 5.00 p.m.

RETURN SALOON PASSAGE FARE: \$5.00

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

### VESSEL ON FIRE IN LONDON DOCKS.

### TURPENTINE PERIL ON NORWEGIAN SHIPS.

Fire broke out in the Norwegian vessel Annavora, (3,824 tons) in the West India Docks shortly after 3 a.m. on Aug. 14th, and although more than twenty fire engines were quickly on the scene, it was found necessary to flood the vessel. The fire was extinguished by 5.40 a.m. after hundreds of tons of water had been poured into the vessel.

The Annavora, which carried a cargo of turpentine, resin, and

timber, reached the West India Dock about 1 a.m. from New York.

The discovery of the fire two hours later was made by a member of the crew, who noticed smoke coming from No. 2 hatch and gave the alarm. While the fire brigade call was being circulated the officers and crew of the ship attacked the flames with a hand pump.

Considerable damage was done to some of the timber, but when the firemen arrived they were successful in preventing the flames reaching the turpentine, although their task was rendered difficult by the thick volumes of smoke from the burning wood. Two fire boats helped to fight the flames.

Other vessels, which stretched the whole length of the dockside, were for a time in some danger.

### GRUESOME FIND.

#### BODY DISCOVERED ON HILLSIDE.

The gruesome discovery of a badly decomposed body of male Chinese, aged about 25 years, was made by the Shamshui Po Police at the junction of the Tai Po and Castle Peak Roads early yesterday morning. The body, which bore marks of stab wounds, was found on the hillside near the Military Revolver Range.

There is little doubt that a foul murder was perpetrated as the wounds give indication of violence, while a girdle tightly tied round the victim's neck also suggests that the man's life was not taken by his own hand. Beside the body were found two chisels with which it is believed the wounds were inflicted. The body was in an advanced stage of decomposition, death, it is believed, having taken place some time during the beginning of the week.

The man was wearing black cotton clothes and although he had on a pair of black cotton socks he was not wearing any shoes.

The body was removed to the Kowloon Mortuary awaiting identification.

### LOCAL BUILDING.

#### VESSELS UNDER CONSTRUCTION AT TAIKOO.

The quarterly return of vessels under construction at local yards includes not only those building at Kowloon, which were recently particularised in these columns, but three other craft contracted for with the Tai Koo Engineering and Dockyard Company.

These are the Pangkor, Albat and Rose. The former is a steel twin screw steamer of 1,360 tons for the Straits Steamship Company, and the Rose a steel twin screw tug of 93 tons for the Federated Malay States Railways. Both these vessels have been plated. The keel of the Albat has been laid and work is proceeding, she being a steel twin screw motor vessel of 700 tons for the Manilla Railroad.

At Kowloon, the keel has been laid for the steel screw motor vessel Naga of 350 tons, building to the order of the Manilla Railroad.

At neither yard have any vessels been completed during the quarter, but a number of repairs and surveys have been carried out as well as periodical dockings. Both yards are also engaged in the construction of engines and boilers for the vessels now in hand.

### TO COMBAT LEPROSY.

#### GENEROUS GIFT FROM MR. ROCKEFELLER, JR.

Manila, Sept. 7. Mr. J. Rockefeller, Jr. has given \$100,000 to the Leonard Wood Fund for eradication of leprosy.

The fund has now reached over a million dollars.—Reuter.

An American preacher visiting London has bought 1,290 picture postcards and has sent one to every member of his congregation.

"Pistol Shots."

"Later, the Dewan released the leaders, who were taken in pro-

cession to the Ganesh Temple, when, again without warning, stones came from the house of a Mohammedan and seven pistol shots were fired."

Probably many adults participated in the disturbance. Yet it is fairly obvious that by far the greater number were schoolboys who started in a spirit of sheer bravado, and were clearly given inadequate warning, if any at all.

It is difficult to believe that it

was necessary to use mounted

troops, and the Government's

main contention that over 100

casualties were due to metal and

frightened horses is specious.

Mysore has long been known as

the "model Indian State."

It is ruled over by the Maharajah of

Mysore, who is aided by the Dewan Mirza M. Ismail. The Mysore Lancers are native troops.

Reuter.

The last reports of these Japanese

were received on August 31,

when it was said that, the demands

for huge ransom having failed, the

captives had been killed.]

Reuter.

The following, on the other hand, is the *Evening Mail's* version:

"Summoning boys from

other schools, the crowd marched

to the Dewan's house, where they

encountered forceful guardsmen,

and the Dewan tried to drive a

car through the crowd. Great

damage was done. The crowd

followed the Dewan to the public

office, and eventually, without

any warning lancers charged men-

lessly, inflicting fearful injuries

upon the crowd, which became

completely panic-stricken."

Reuter.

The following, on the other hand,

is the *Shahid's* version:

"The Dewan was

surprised by a crowd of

schoolboys, who

were shouting and

shouting, and

the Dewan

was hit by a

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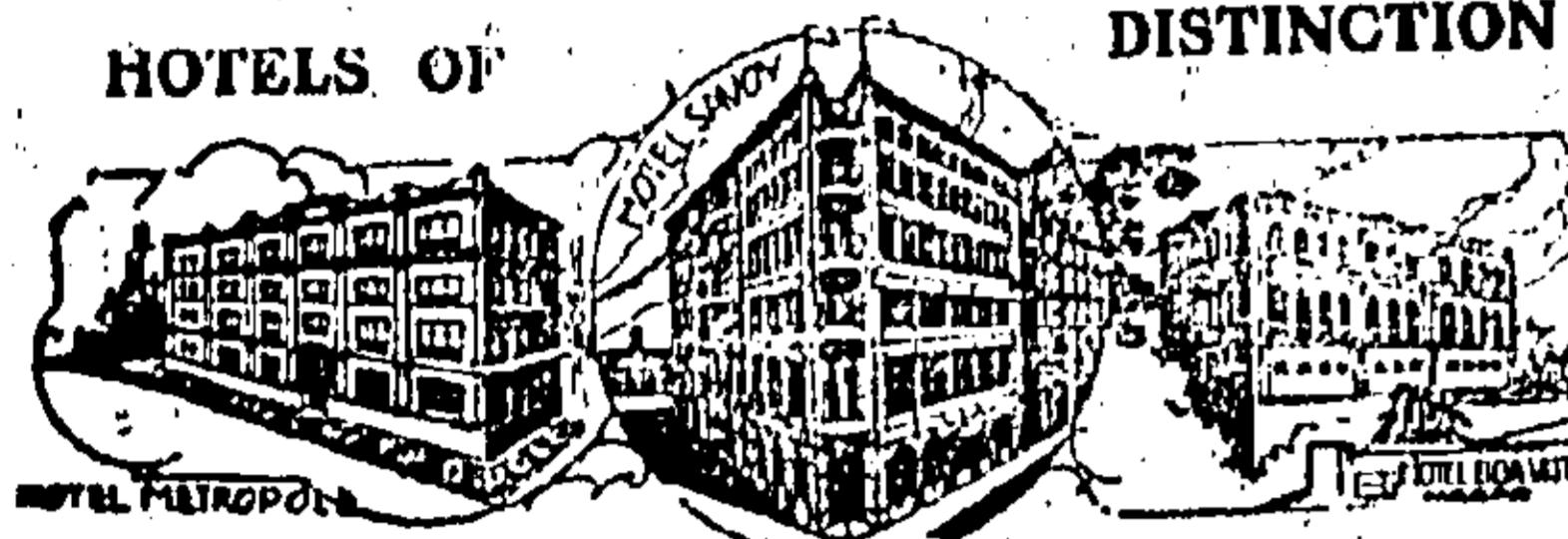
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Telephone C. 373 Manager.

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**LIGHT AEROPLANE  
SUCCESS.**

**BRITISH MACHINE MAKES A  
5,000-MILE FLIGHT.**

**SPANIARD'S FEAT.**

London, Sept. 7. Senhor Ogara, a Spanish officer on leave, accompanied by a Civilian, arrived at Croydon this week, after having made a 5,000 mile tour of Europe in a British light aeroplane—an Avro-Asian, fitted with a Cirrus Mark Two engine, in a little over a month.

The machine, which is of the same type as that in which Squadron Leader Hinkler flew to Australia, was one of three delivered.

Senhor Ogara flew along the Mediterranean coast to Italy, Salonika and Constantinople, then struck north-eastward through the Balkans to Vienna, went on to Prague, flew through Berlin and finally made his way to London via Amsterdam.

Throughout the tour the airmen had no mechanical trouble, and their effort has aroused considerable interest in Spanish air circles. They both speak very highly of British workmanship and design, and either to-day or to-morrow they will leave Croydon again for Paris on their way to Spain. *British Wireless.*

**OPIUM SMUGGLERS'  
INGENUITY.**

**DRUG CLEVERLY HIDDEN BY  
ARRESTED MEN.**

Arrests made yesterday by members of the Revenue and Police Departments reveal the extreme ingenuity which is now being employed by opium smugglers.

On the Ho Ho Wharf a Chinese, who had every appearance of being a prosperous business man, being clad in silk clothing, was arrested for possession of seventy taels of raw opium. The drug was skillfully-padded inside a silk waistcoat. Ordinarily, a padded garment is stuffed with cotton, but in this instance the man made a waistcoat of waterproof paper which he padded with raw opium. Over this was a layer of silk, and unless one took particular pains to examine the waistcoat, it would be difficult to notice the difference in the "feel" of an ordinary waistcoat and the opium-filled one.

At the Chittin Wharf, Revenue Officers seized a man who had on him nineteen taels of prepared opium concealed on various parts of his body.

At Ho Ho Street, an astute Chinese constable effected the arrest of a man who was carrying on fewer than 108 taels of opium. The arrested man had the appearance of a coolie and the opium was so done up that it had the appearance of a sack of old clothing. To give this impression, the "coolie" was carrying the bundle in a careless sort of way and rags were sticking out from it. Perhaps, it was the manner in which the bundle was carried that roused the constable's suspicion and led to the discovery of the contents.

A boy of eleven was stopped in Eastern Street yesterday and, when searched, was found to be carrying twenty taels of prepared opium, concealed in a girdle. He will be charged in due course.

**EX-KAISER'S FARMS  
RESTORED.**

**SOUTH AFRICA HANDS BACK  
PROPERTIES.**

**IMPORTANT DECISION.**

Windhoek, Sept. 7. The ex-Kaiser's application to recover certain properties confiscated in 1920 by the Union Government has succeeded.

The property consists of only two farms of comparatively little value, but the case is important as it is understood that the success in the proceedings will be followed by similar applications from other countries, notably Poland.

Judge Grindlay Farris, in giving judgment, held that Section 257 of the Treaty of Versailles, by virtue of which the property was confiscated, only referred to actual ruling sovereigns.

The Government was therefore interdicted from disposing of the property, and the Registrar of Deeds has been ordered to restore the land of the Royal House to the owners of the farms.

*Reuter.*

Yesterday's return of notifiable diseases shows three cases of typhoid and one of small-pox. All were Chinese.

**GRAND TATTOO  
SCENES.**

**HISTORIC EPISODE  
RECALLED.**

**DEPICTING THE SURRENDER  
OF EDINBURGH CASTLE.**

**OBJECTS OF TATTOO.**

One of the most picturesque scenes which will be witnessed at the Grand Tattoo which takes place at Sockumpo on October 4,

5 and 6 will be the "Changing of the Guard" in the semi-final episode. "The Surrender of Edinburgh Castle 1689."

When the Lowland and English troops, led by General Hugh Mackay, appear before the Castle gates, they will be received by the Highland Quarter-Guard of the Castle with the usual formal compliments, but the gates will remain ominously closed.

Thereupon, General Hugh Mackay will, in stentorian tones, in the name of King William and Queen Mary, call upon the Governor of the Castle, the Duke of Gordon, to surrender the fortress.

**Handing Keys Over.**

The Gates will then be thrown open and the Duke of Gordon will emerge. He will be received with a "General Salute" by the Lowlanders and will formally hand over the keys of Edinburgh Castle to General Mackay. The troops will then enter through the gates and climb the steep slope to the battlements.

When the last man has passed into the Castle, the ceremony of "Changing the Guard" will be enacted in the arena before the Castle Gates. It will be much the same ceremony as may be seen daily at the changing of the Royal Guard at St. James Palace, London, which always attracts such a multitude of onlookers.

**Picturesque Drills.**

The drill used in changing guard in 1689 does not differ materially from the similar ceremonial drill of to-day, but the scene will gain in picturesqueness by the fact that both guards will be in the authentic full dress of the period.

The Duke of Gordon's guard will be impersonated by members of the Scottish Company, Hongkong Volunteer Defence Corps, while the Lowland Guard will be furnished by the 25th Foot. (The King's Own Scottish Borderers).

The uniform worn by the latter guard is copied exactly from a coloured print of the period in the possession of the Regiment.

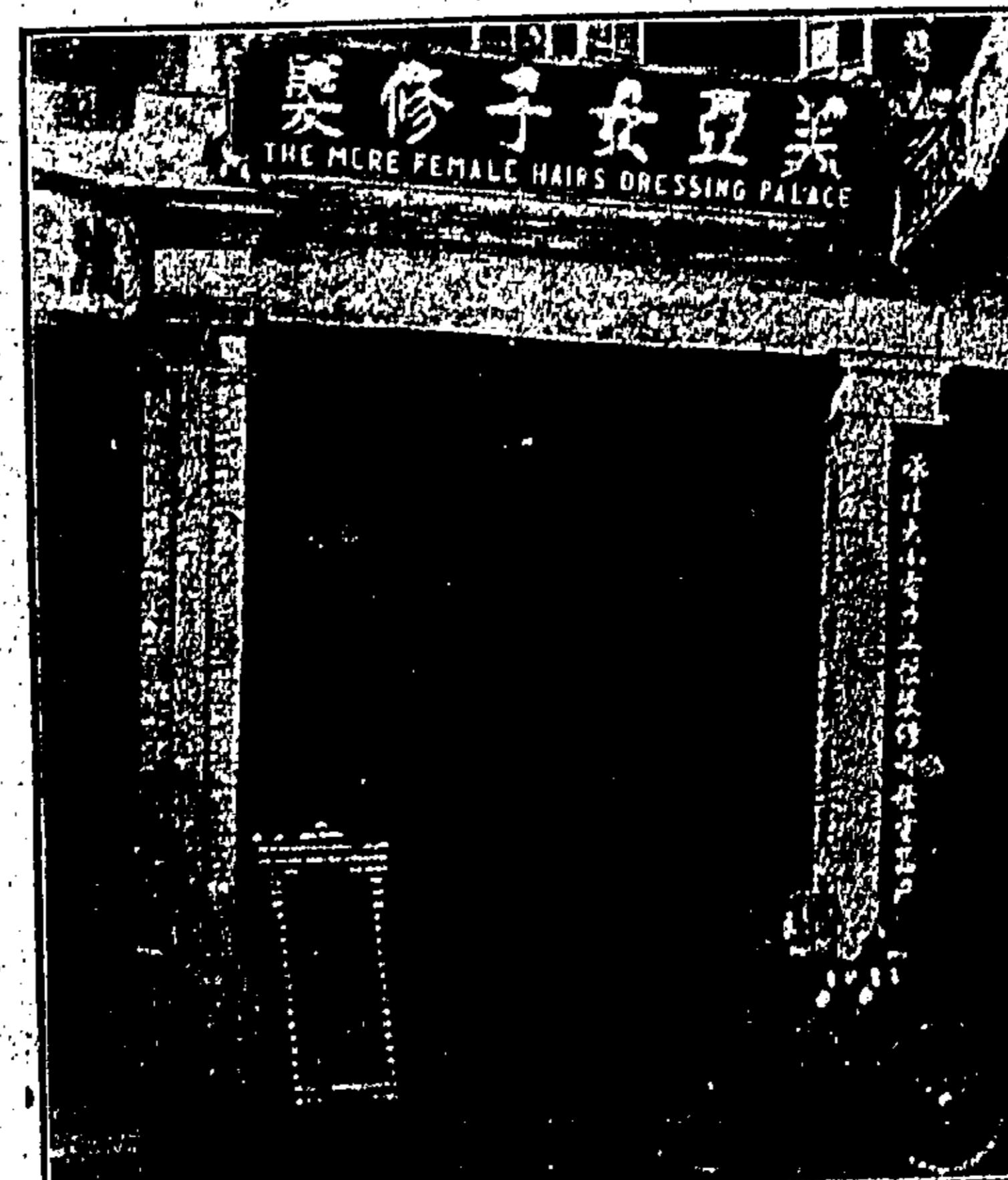
**Tattoo Objects.**

It is interesting to note that the proceeds of the Grand Tattoo are to be shared by Military charities of the units taking part and by the Naval and Military Y.M.C.A.

Perhaps it is not generally known that military units have charitable funds to which serving members of the units subscribe. The funds thus accumulated are used in settling men in civil life when their Army service is completed and also in the care of their dependents. The famous Aldershot Tattoo was originated with the object of augmenting these funds which are never sufficient to meet all calls on them.

The work of the Naval and Military Y.M.C.A. in Hongkong is well known. The present centre in the City hall has displaced the old "Cheer O" and "The Better 'Ole" centres inaugurated last year when additional troops arrived in Hongkong. Funds for the early work were generously provided by local residents and the Y.M.C.A. National Headquarters, but for the continuance of the work funds are necessary.

**AN AMUSING SIGNBOARD.**



An amusing signboard at a new barber shop opened in Canton. It reads: "Mee Females Hairs Dressing Palace."

**BURIAL OF L.55  
VICTIMS.**

**IMPRESSIVE SCENES MARK  
THE FUNERAL.**

**TRIBUTE TO SOVIET.**

London, Sept. 7. There were impressive and moving scenes at Ilfasar Cemetery, Portsmouth, to-day, when, with full naval honours, the remains of forty-two officers and men of the British submarine L.55, which was sunk in the Baltic nine years ago, were interred.

Gun carriages and motor lorries carried the coffins and wreaths, and behind the principal mourners—the widows, fathers and mothers of the victims—were representatives of the Navy, Army and Air Forces and the Naval Attachés of France, Italy, the United States, Argentina, Peru, Japan and Estonia.

The Admiralty representative was Vice-Admiral Haggard, the Fourth Sea Lord. There were over 1,000 officers and men in the procession. Owing to the impossibility of the individuals being identified, no name was engraved on any one of the coffins.

Captain Denning, of the merchant steamer *Truro*, which brought the bodies from Kronstadt to Reval, in an interview with a Press representative speaks highly of the attitude of the Russian authorities in connexion with the embarkation of the bodies. He says:—"Not though the bodies had been those of their own honoured dead, could the Russians have paid them greater honour and courtesy. It was a remarkable tribute to the tradition of the sea in honouring the gallant dead, irrespective of the nation to which they belong."

*British Wireless.*

**K.O.S.B. CANTON  
DETACHMENT.**

**ENJOYABLE RECEPTION  
AT SHAMEEN.**

Shameen, Sept. 6. A very enjoyable little reception was arranged in the Canton Club Theatre yesterday evening by the men of the Canton Detachment of the King's Own Scottish Borderers.

The proceedings opened with a "Whist Drive," the first prize for ladies going to Miss Marguerite Hogg, and for men to Privates Nelson and Martin (dead).

The whist drive was followed by an informal dance which, in spite of the great heat, was much enjoyed by all present. During the dancing there were some exhibition "Four-some" and "Eight-some" Reels which were very well done indeed.

During the afternoon there was a football match, England v. Scotland. This resulted in a draw of two goals each. F. E. W. Lammert and J. Linaker scored for England and Private Dougherty both goals for Scotland.

**CHARLES CHAPLIN**

**FEATURING—EDNA PURVANCE**

**WRITTEN... DIRECTED BY**

**CHARLES CHAPLIN**

**AT THE WORLD FINAL SHOWINGS TO-DAY**

**Orchestra 5.15 & 9.20**

**Interpreter 2.30 & 7.15.**

**East Side—West Side!**

THE FASCINATING story of a boy's struggle for success in the heart of a great city—A drama of New York covering every phase of the city's life from the Ghetto to the mansions of Fifth Avenue!

**TITANIC**



**with GEORGE O'BRIEN**

**VIRGINIA VALLI & J. FARREL MACDONALD**

**TREMENDOUS SCENES** showing the wrecking of a river barge by a big tramp steamer and the sinking of a great ocean liner after crashing into a monster iceberg!

**Romance—Drama—Thrills—Spectacle**

**AT THE QUEEN'S FINAL SHOWINGS TO-DAY**

**At 2.30, 5.10, 7.15 & 9.20.**



**AT THE WORLD FINAL SHOWINGS TO-DAY**

**Orchestra 5.15 & 9.20**

**Interpreter 2.30 & 7.15.**



**IRISH HEARTS**

**with MAY MCVOY & JASON ROBARDS**

**in an amusing story of Irish love & Irish temper in a foreign land! Full of subtle wit and laughter!**

**AT THE STAR FINAL SHOWINGS TO-DAY**

**Continuous 2.30 to 11.15.**